

THE COMMERCIAL MOTOR

FRIDAY, DECEMBER 15, 1961
ONE SHILLING

ENTHUSIASTIC RECEPTION *from operators, large and small* **COMMER'WALK-THRU'**

RANGE OF PETROL OR DIESEL-ENGINED $\frac{1}{2}$, 2 AND 3 TONNERS

$\frac{1}{2}$ & 2 TON VANS
with sliding doors
from £832

$\frac{1}{2}$, 2 & 3 TON CHASSIS AND CAB
with 'jack-knife' doors
from £708



OPERATORS throughout the country have welcomed the new Commer 'Walk-Thru' range as the biggest advance yet in the field of 'stop-start' deliveries. Designed to ease loading and unloading, reduce driver fatigue, speed-up delivery rounds thus cutting costs and making life easier for you and your drivers. See your Commer dealer.

- * Wide, high, sliding doors * Low entry steps
- * Flat interior floor * Square flat-panelled body
- * Tip-forward driver's seat * 5'9" clear headroom
- * 350 cu. ft. loadspace * Large low-line windscreen
- * Kerbside windows * Steering column handbrake

CUT YOUR 'STOP-START' DELIVERY COSTS!

Backed by **ROOTES** Country-wide parts & service organisation

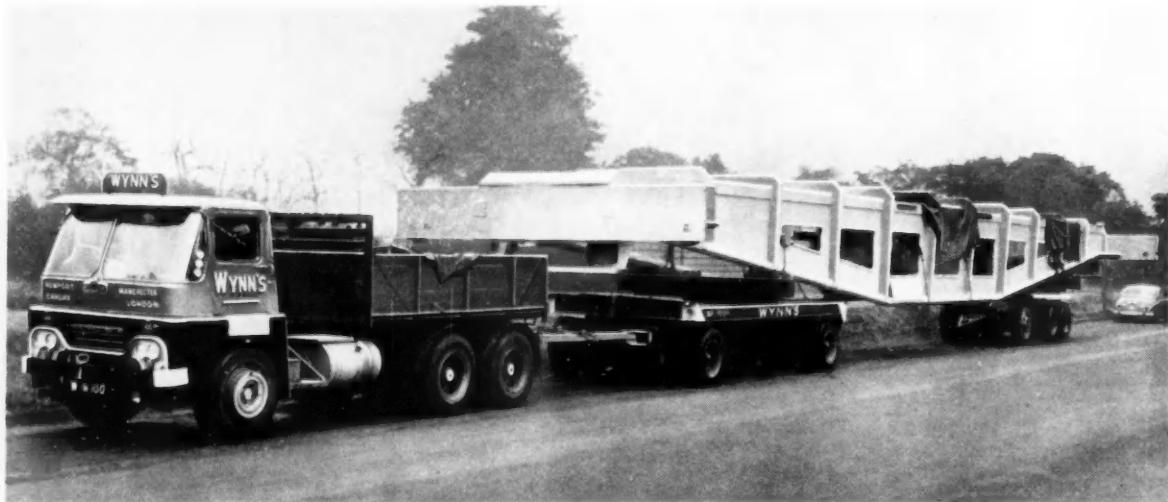
COMMERCIAL CARS LIMITED LUTON BEDFORDSHIRE

EXPORT DIVISION: ROOTES LIMITED DEVONSHIRE HOUSE PICCADILLY LONDON W.I.

GUY

means business

Under the ownership of Jaguar Cars Ltd., we are continuing to manufacture our range of 4, 6, and 8 wheeled goods vehicles to meet every haulage requirement.



For Robert Wynn & Sons Ltd., of Newport, Guy means BIG business. Wynn's operate over thirty Guy vehicles, and depend upon their ability to handle every kind of load with economy and reliability.

Illustrated is one of the Wynn's Guy Invincible 6-wheel tractor units complete with two bogies and hauling a 30-ton gantry measuring 18 ft. 6 in. wide and 95 ft. long.

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TRADER 108 in. W.B. CHASSIS—FITTED WITH ANTHONY ST7 TELESCOPIC TIPPING GEAR

NOTE THE SALIENT FEATURES :—

- ★ LOW LOADING LEVEL
- ★ IMPROVED ANGLE OF TIP
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- ★ 3/16 in. FLOOR FITTED AS STANDARD



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BW/MT/74

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Look what it packs. A 94 b.h.p. diesel, renowned for its superb overall economy, which now incorporates improved cold starting with high specific fuel economy . . . a new-type starter motor designed for long, trouble-free life . . . robust water pump . . . fracture-resistant fuel piping . . . rubber-mounted dynamo. There's a new hydraulic clutch with extra thick liners and automatic take-up as liners wear . . . light steering control . . . heavy-duty 5 or 6-speed gearbox . . . hub reduction rear axle and easy-access cab which gives a comfortable, vibration-free ride and excellent all-round vision.

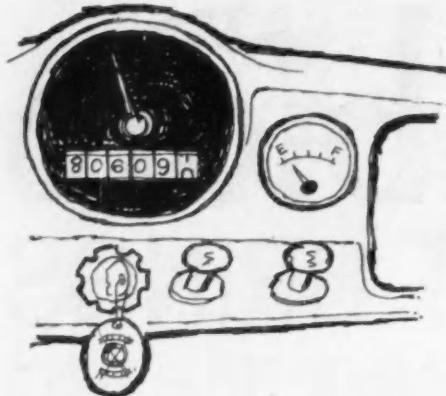
Write or 'phone for full details of the new-price Chieftain.

The 7 TON

ALBION MOTORS LTD.
SCOTSTOUN, GLASGOW

SALES DIVISION: BERKELEY SQUARE HOUSE, BERKELEY SQUARE, LONDON, W.1. Tel: GROsvenor 6050

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and the M.P.G. slips down and down



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You can have new truck performance at low cost—new power, new lively acceleration and more miles per gallon by getting your Rootes dealer to fit a Rootes replacement engine—and, your van or truck is back on the road as quickly as possible.

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The moment you drive out of the garage you notice new smoothness and urge. And the increased miles per gallon quickly repays the outlay. But don't take our word for all this, call in at your Rootes dealer today and see for yourself exactly how little it costs to put new engine life into your vehicle.

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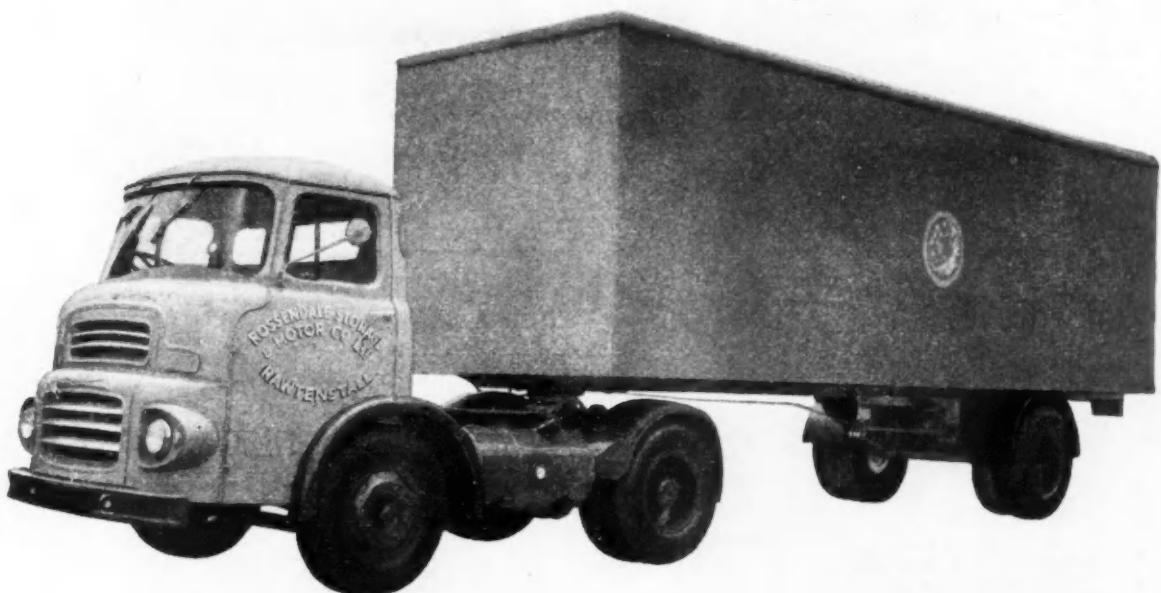
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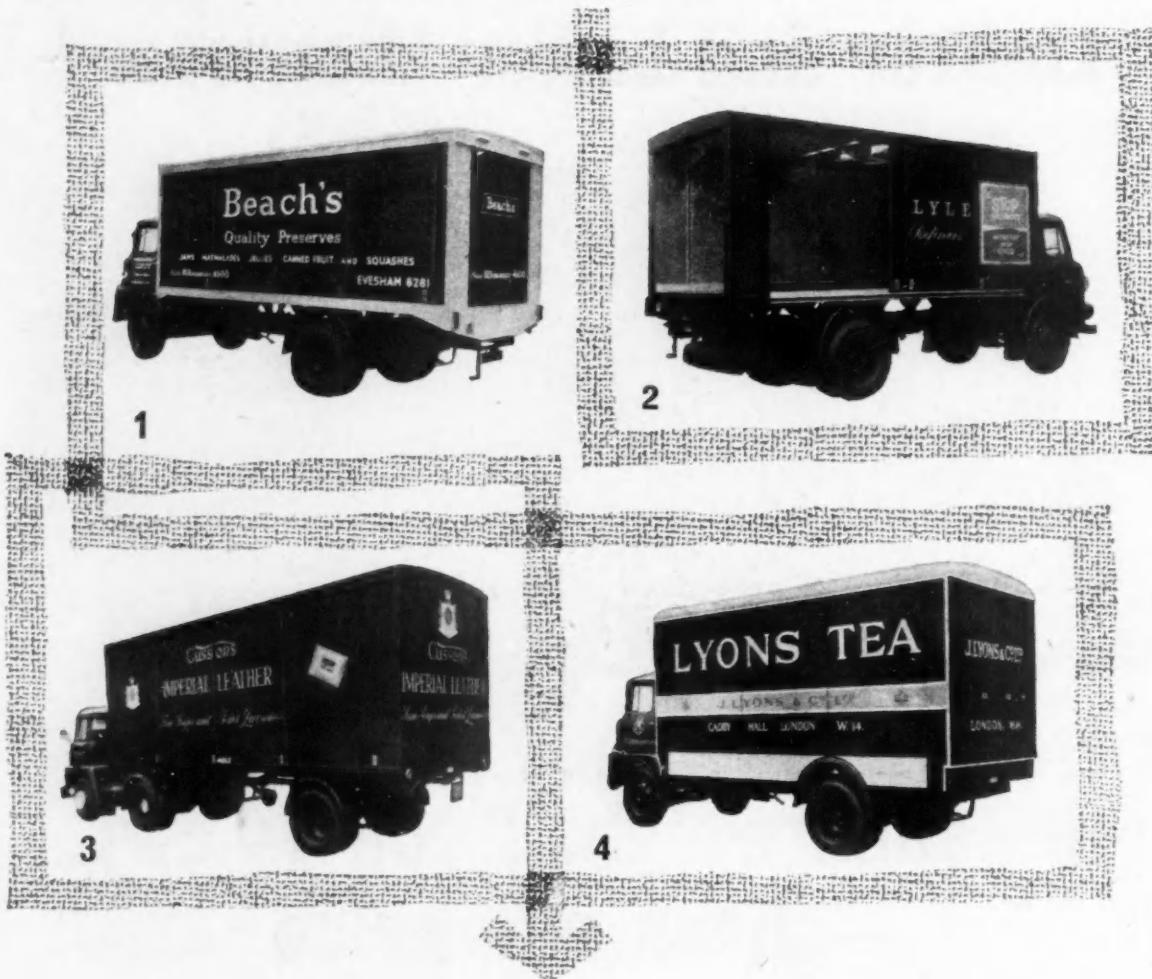
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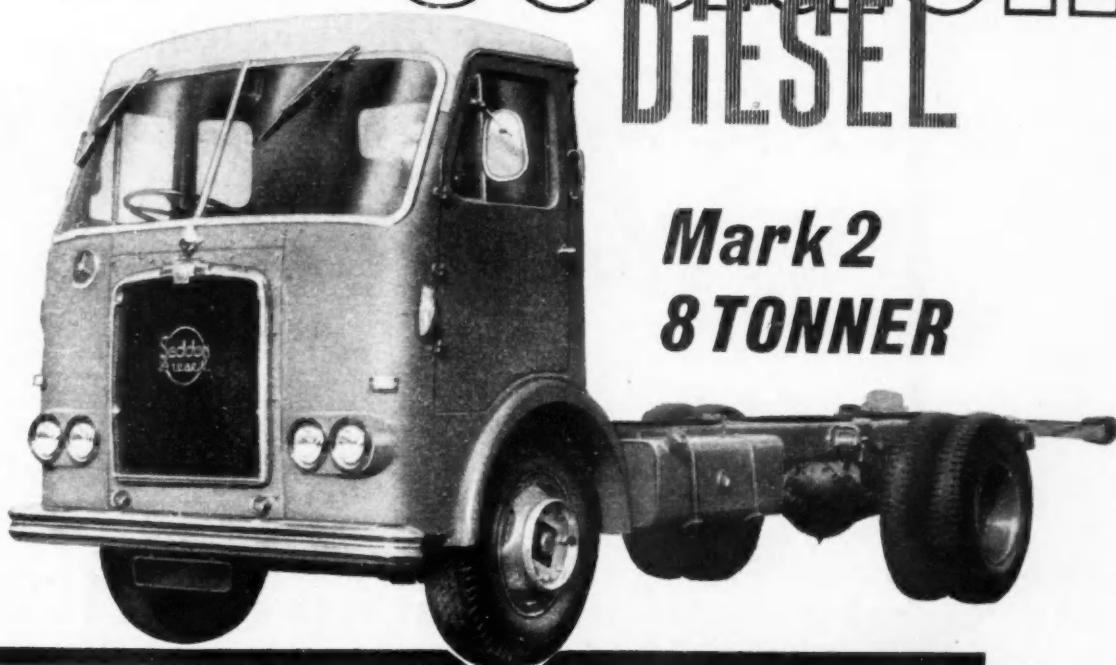
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also at Lydney, Gloucestershire. Tel: Lydney 208

- 1 Internal: 17' 7½" x 6' 11" wide; 5' 9" clear height at sides. Four sliding doors both sides; smooth top Duraplank floor. Full height roller-shutter at rear end.
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NEW Seddon DIESEL



Mark 2 8 TONNER

sets new standards in—

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FUEL ECONOMY: Exhaustive road tests show 16.3 m.p.g. fully laden at 27.7 m.p.h.—unladen 22.1 m.p.g. at 29.2 m.p.h. From standstill 30 m.p.h. in 28.4 seconds.

CAB COMFORT FEATURES: Lowline engine cowlings, 6 point anti-vibration mountings. Swing back and fold away engine bonnets. Fully adjustable driving seat with foam upholstery. Safety glass all round, zone toughened on driver's side. Grouped driving controls. Heaters and Demisters, etc. Twin headamps available.

CHASSIS FEATURES: Engine mounted lower to give roomier cab, engine and gearbox draw out through grille aperture. Shorter gear-change lever and improved handbrake. Large capacity axles, 5 in. rear brakes. Heavy duty rear springs and helpers—broader front springs. Carbon manganese high tensile steel frame 8½ in.

POWER UNITS: 370 with net power output of 110 b.h.p. at 2,400 r.p.m. or 354 net power output of 105 b.h.p. at 2,800 r.p.m. Five-speed gearboxes as standard, six speed available with 370 engine.



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Metal Van Body
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can get..."*

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We reckon they convey the quality impression that is appropriate for what we make in our factories.

'Without a doubt' says our Transport Manager, 'the Bonallack metal van body is the best you can get for our work and conditions.'

*Photo . . .
One of the Bonallack Light Alloy Insulated Vans operated by Messrs. Marsh & Baxter Limited.*

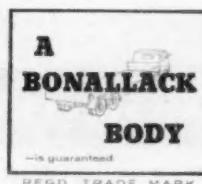
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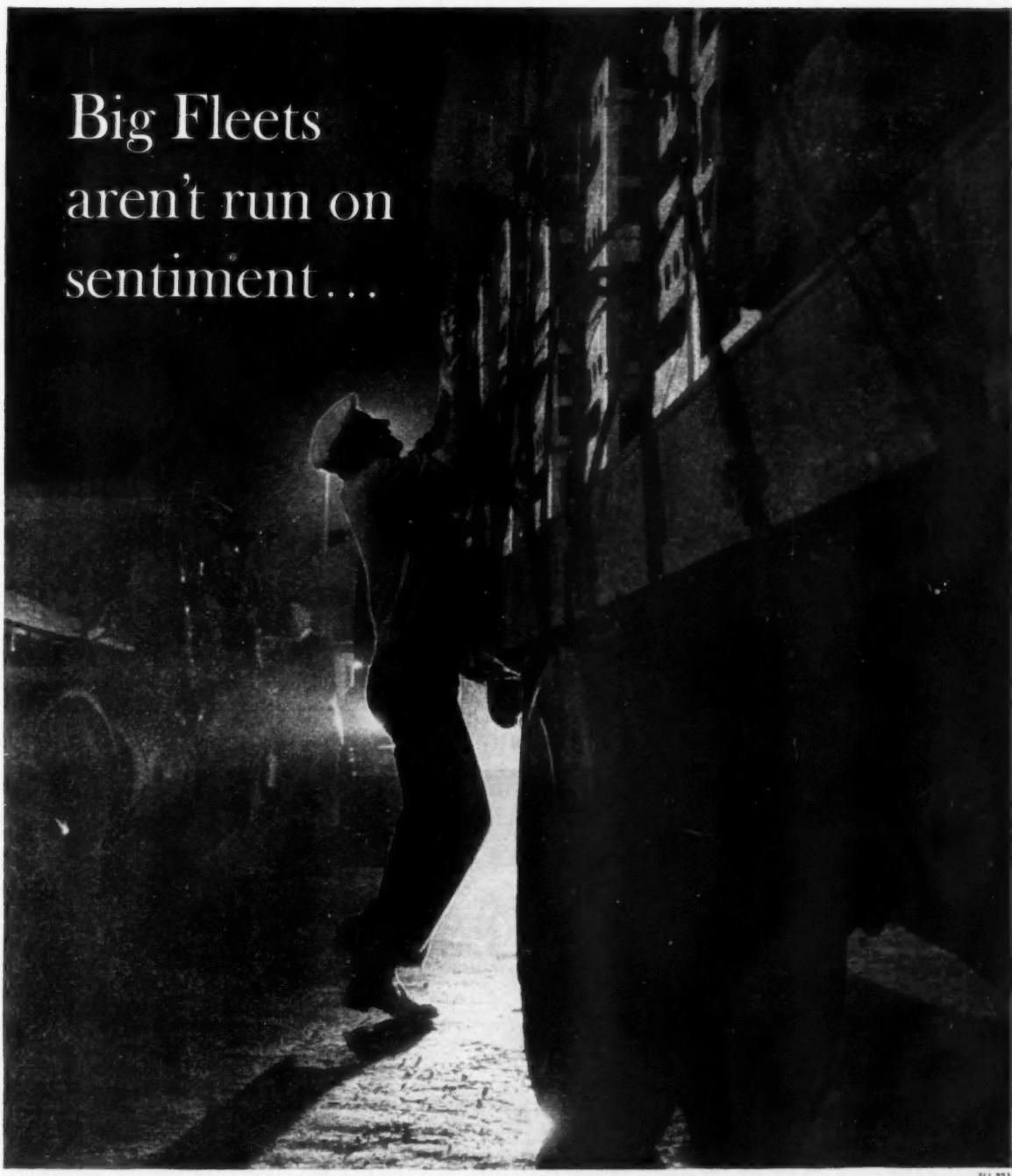
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SLI. 921

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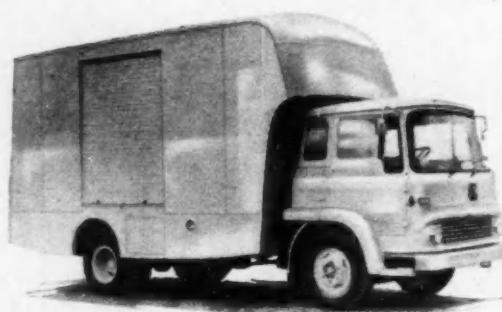
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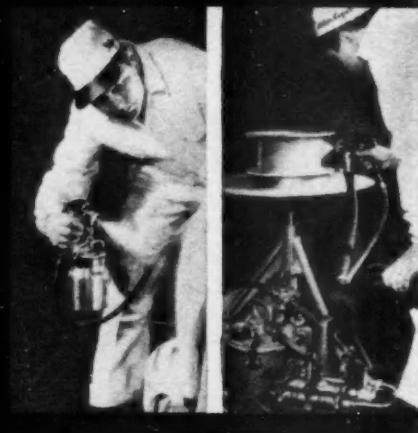
Only superlatives will describe the Ecco 40. It's the finest spray-gun you can buy! Suitable for applying any kind of paint or lacquer, it gives perfect atomization whatever the flow or fan width. Pressure loss is negligible and the high velocity and large air and fluid ducts give the gun an unequalled capacity—25 to 30% greater than any other spray gun on the market. The Ecco 40 is light—only 21 ounces—and couldn't be simpler to operate. It fits snugly into the hand so that the fluid and fan controls can be adjusted with a flick of the thumb.

WRITE FOR THE LEAFLET

Leaflet E1186 gives full details of the Ecco 40 spray gun. Write for a copy to your local Atlas Copco Company, or agent, or to the address below.

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Ecco 40 spray gun fitted with cup for suction feed.

Ecco 40 spray gun pressure-fed from an Ecco hot-spraying unit.

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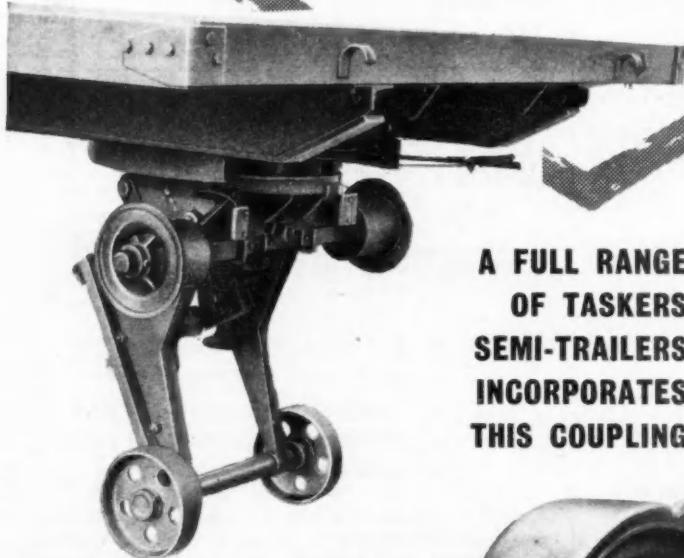
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Taskers

Automatic
COUPLING

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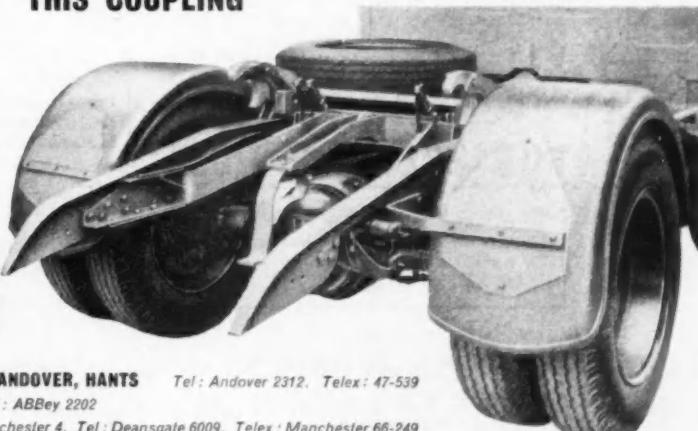
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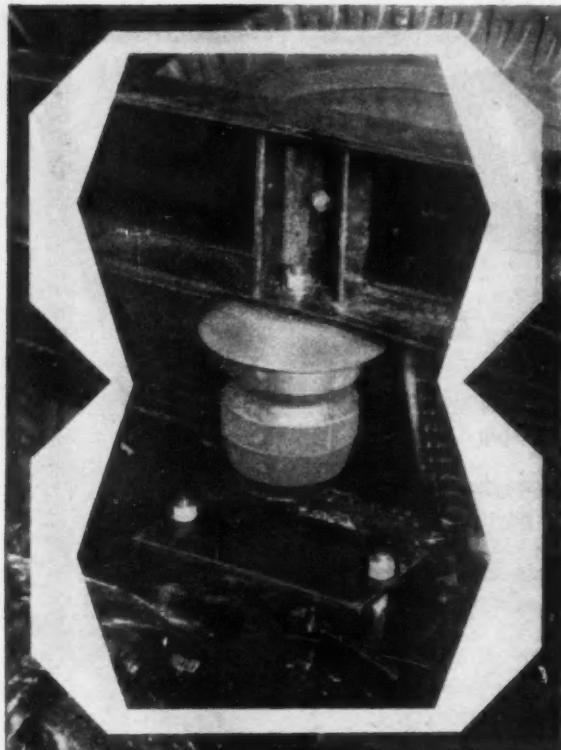


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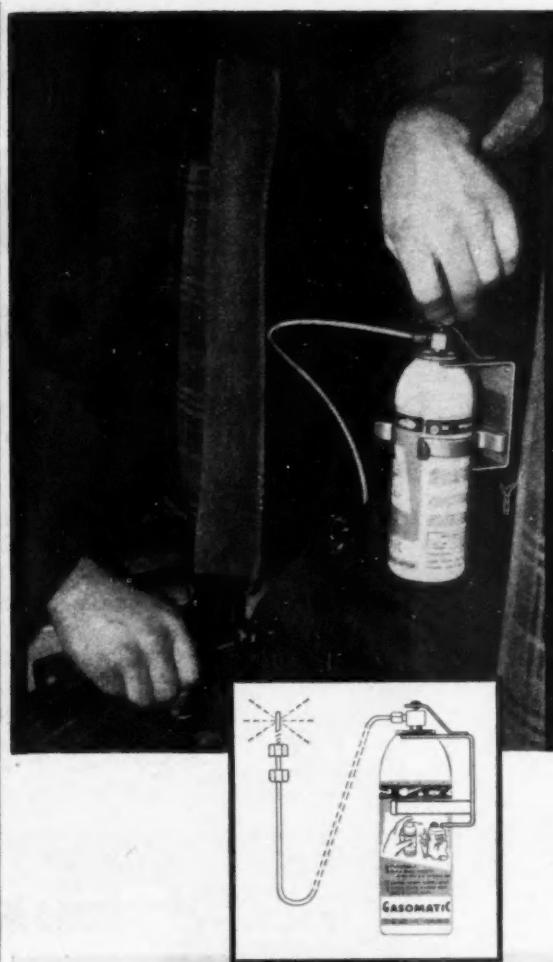
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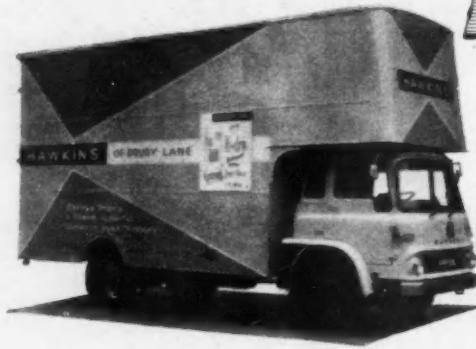
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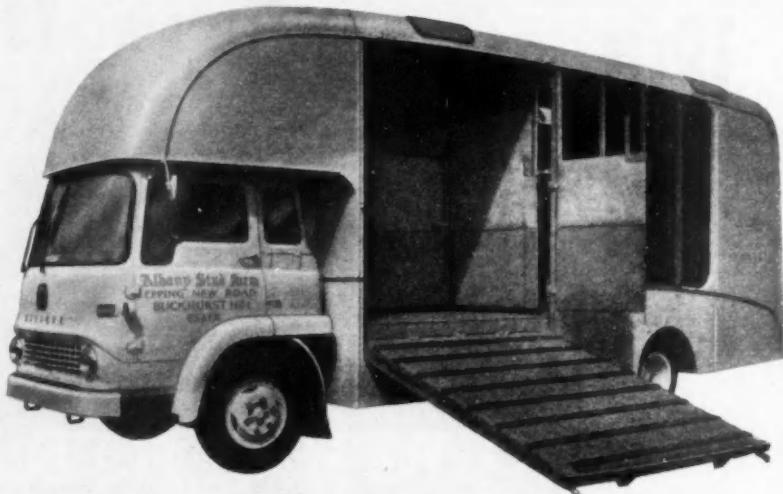
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- Fully articulated heavy duty rear bogie unit
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- Full torque P.T.O. available

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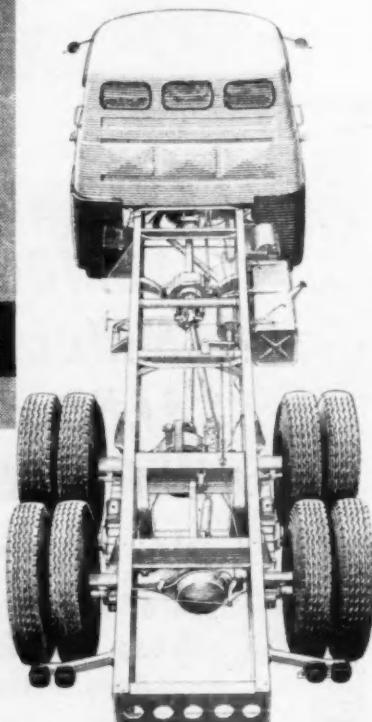
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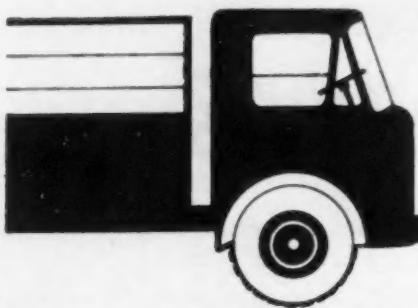
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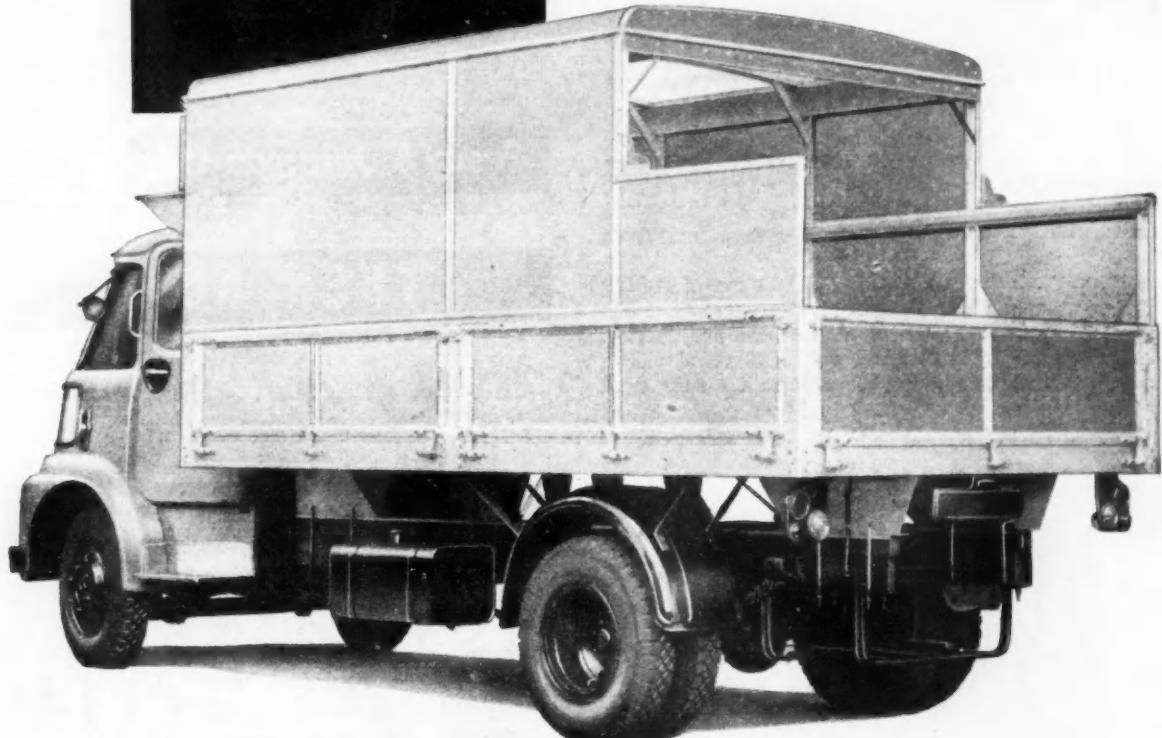
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The next time you need replacement silencers and need them *fast*, ring Burgess for their by-return service is second to none. It should be, for Burgess — makers of silencers for over 30 years — know how important it is to maintain extensive stocks of silencers to suit *all* types of commercial vehicles.

Ring or write for 1961 In-stock Catalogue : BPS 232

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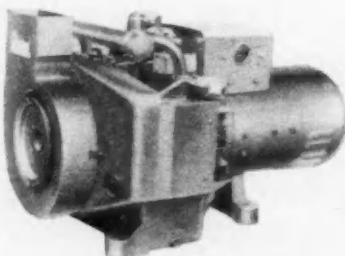
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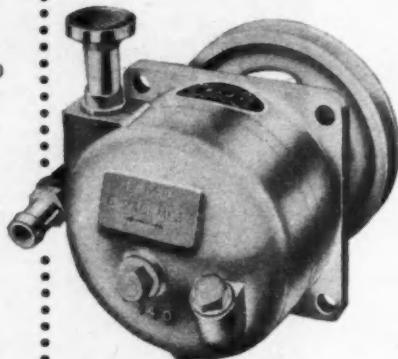
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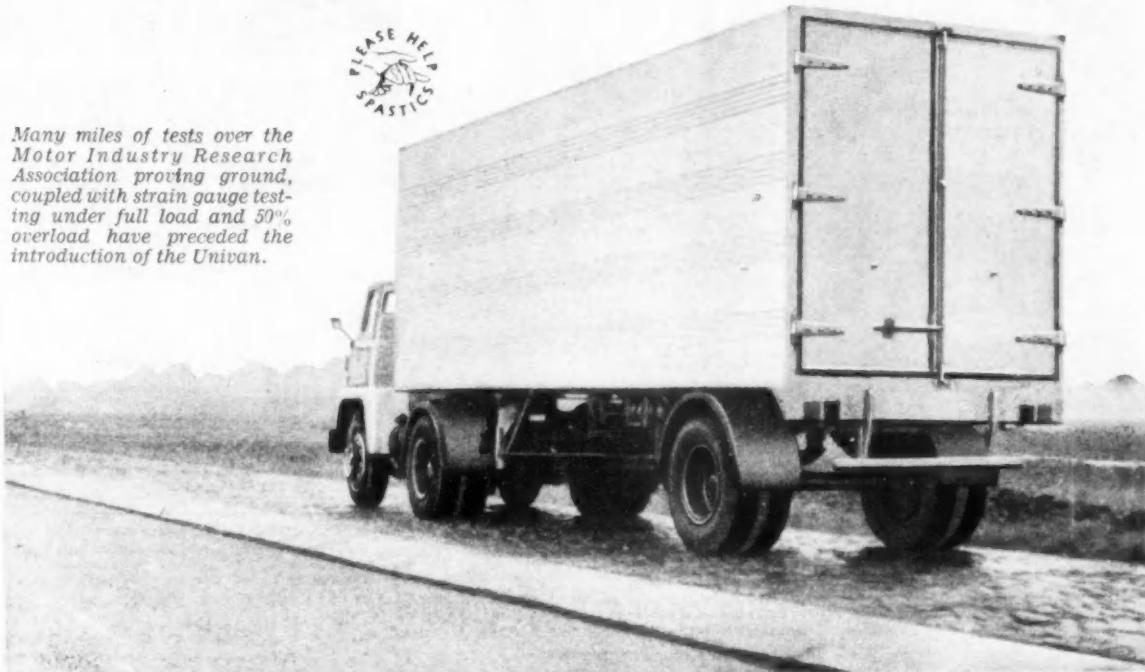
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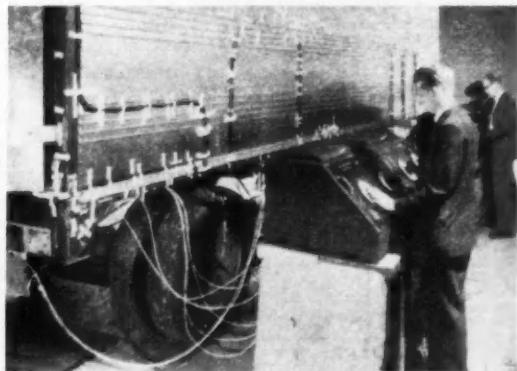
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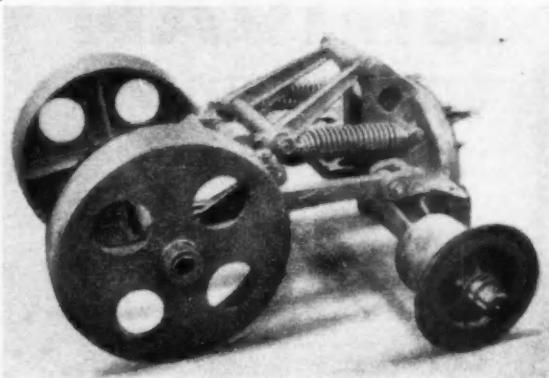
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Unwelcome Proposal

DURING the Second Reading of the Road Traffic Bill in the Lords last month, Lord Chesham gave a warning that the Government proposed to provide powers in that Bill for local authorities outside the Metropolitan Police District to impose experimental traffic orders, for periods of up to three months, without Ministerial approval. The Government would do this, he said, by means of an amendment to be introduced at the Committee stage. This amendment did not appear. Does this mean that the Government intend to introduce the amendment while the Bill is before the Commons?

Within the Metropolitan Police area, such powers already exist in relation to experimental periods of up to six months. However, the Metropolitan Police are rather more responsible than some local authorities. It would be unfair to suggest that, given these proposed powers, every local authority in the country would immediately go berserk and ban goods vehicles all over the place, but there is already ample evidence that local authorities, however well-intentioned, can propose bans that would completely upset the carefully ordered delivery plans of goods vehicle operators. It has happened time and time again—always when the local authority has failed first to consult the road transport operators concerned.

On the whole, Mr. Marples and his Ministry of Transport do an extraordinarily good job on behalf of road transport operators. But in this proposal—if they go ahead with it—the Ministry will be trying to give effect to something that is inconsistent with their previous legislation, which allows for the protection of a public inquiry if it is called for. No one would suggest that local authorities are deliberately malicious when they suggest impossible bans, but it does seem reasonable to ask that the operators of the vehicles under discussion should be consulted by the local authorities right at the start. A lot of unnecessary ill-feeling can thus be avoided.

Operators' trade associations have a fine record for statesmanlike attitudes when consulted in this sensible fashion. Alternatively, if the Minister does not feel that he can write into his amendment the need for consultation with operators, he should at least insist on Ministerial approval of such experimental schemes. He could then be the intermediary between planners and operators. If he does not like either of these suggestions, then he should exclude loading bans from his proposals.

Short Notice

ALL responsible road users are in agreement that the periodic testing of vehicles is both reasonable and necessary. But it should be administered with some regard to its practical application. *The Commercial Motor* does not consider such regard was given when the Motor Vehicles (Tests) (Extension) Order, 1961 (S.I. 1961 No. 2256), was issued. The Minister announced on September 28 his intention to reduce the 10-year period to seven years, from December 31. Although he signed the Order on October 20, it was not approved by the Commons until November 20.

All goods vehicles with an unladen weight up to 30 cwt. have to be tested by December 31. As the vast majority of these vehicles are small vans employed to the maximum on retail Christmas deliveries, the timing of this Order was inconsiderate, to say the least. Additionally, with the deduction of week-ends and Christmas Day and Boxing Day, the number of actual testing days remaining (even if it were convenient for the operator to take the vehicle off service) is unreasonably small.

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NEXT WEEK

- Maintaining Handling Equipment
- Well-known Van Road Tested

Albert William

THE TYPICAL "Bristol" sign at the entrance to the Brislington works of Bristol Commercial Vehicles—every Bristolian knows it: that script is today part of Bristol's tradition—flooded my mind with memories of long ago. Memories of an insignificant hangar in a Patchway field, all there was in 1910 (or was it 1911?) of the Bristol Aeroplane Company, a sign, so Bristolians said, that Sir George White, who had run the Bristol Tramways and Carriage Company so successfully, had now gone off his head; of Bristol trams, which ambled slowly through the suburbs to terminate inevitably at the Tramways Centre; of the first buses, those solid-tyred, high-off-the-ground vehicles which crashed their way over a few experimental routes; of the first taxis, too, Renaults among others, with noble brass lamps, no windscreen and a frightful stink of petrol; and, of course, of the ancient historic city itself, now, alas, no more.

The trams have vanished, destroyed in the air raids. The Bristol Tramways and Carriage Company has also undergone a metamorphosis. Tilling's buses still use the same City terminus that I knew so long ago, though. The Bristol Aeroplane Company sprawls over Filton and Patchway. The old "Bristol" script is in evidence in most, if not all, of the transport. Certainly it is ubiquitous at the Bristol Aeroplane Company. And, as I have said, it is prominent at the gates of Bristol Commercial Vehicles, Ltd.

So A. W. Hallpike, director and general manager, is therefore in the line of a great tradition, though not a Bristolian but a lively product of what, when he was born, was virtually on the fringes of London and is now very much part of it: Hackney or thereabouts. I'm not sure he has a right to be regarded as even an adoptive son of Bristol. Today he lives in the semi-rural peace of

Bird's Eye View

By The Hawk

Keeping Up With the Joneses

I HAVE been hearing some distressing stories lately about crankshaft failures in diesel engines, and it appears that the cause of the trouble can be divided between motorways and the more powerful engines now being fitted in British heavies. Apparently there are operators who run new and old vehicles in tandem and, being gregarious by nature, the drivers like to stick together.

This is all right for the fellow in front with the powerful engine, but the tail-end Charley—doing his own version of "keeping up with the Joneses"—has to do some pretty nifty work with strong springs and pennies to "adjust" his engine governor to enable him to keep up. Hence the broken crankshafts—and a big bill for the vehicle owner.

Operators would do well to bear this in mind and should try to keep their "convos" down to vehicles of one type and power.

Recalled to Mind

"DO you remember making an application to increase your licence radius from 15 to 150 miles," asked B.T.C. solicitor.

"No, I never did," said the applicant. "I've never wanted to go that far, never."

"Never?" queried the solicitor. "No, sir."

"But you did," interposed the L.A. "Here is the form in your own handwriting."

A28

"Ah, well, I must have made a mistake and dropped a nought after the 15."

"But you added the words 'unrestricted mileage or' before the 150 . . . and in your own handwriting, too."

"Well, fancy that, and me never remembering it either."

Abnormal User?

"WHAT is the Ministry going to do about Croydon Airport?" inquired Mr. D. I. R. Muir, the Metropolitan Licensing Authority.

"Well, it is doing very well already. It is making far more money than it ever did when it really was an airport," said the witness. "They've just had our place painted throughout. It looks as though we might remain there for anything between three and 10 years more."

An example, no doubt, of this "abnormal user" that we hear so much about in the traffic courts.

Pennies Please

THERE must be numerous occasions when drivers have to make reverse-charge telephone calls to their depots, this method dispensing with the need to carry pocketfuls of pennies, sixpences and shillings. How annoying, therefore, to find that four pennies are needed in the coin boxes of the public telephones at the M1 Newport Pagnell service area before the

Hallpike

Personality of the Week



Makes vehicles for the B.T.C.—Mr. A. W. Hallpike.

Saltford, between Bristol and Bath, on the tranquil Avon. I wouldn't call him a typical countryman, however, in spite of an apple-like complexion. I would say he is essentially a City man, of Pickwickian appearance, who delights in the country so long as it isn't too far from town.

He always wanted to be an engineer. "I like anything that moves; provided it's engineering," he told me. So he was indentured to the London General Omnibus Co. and spent his days fitting, turning, on general overhaul, testing and running repairs. Until 1918, that is; for though the war was nearing its end men were still being called to the colours and young Bill had to interrupt his engineering to join the infantry. They made him a sergeant, too.

It was not until 1920 that he was able to return to his apprenticeship. But return he did—to the Associated Equipment Company, with whom L.G.O.C. were associated, he having won the L.G.O.C. Apprentices' Prize. He was also able to extend his training period to compensate for the time he had spent soldiering. He won another prize, did this promising lad—the A.E.C. Apprentices' Prize which led to his transfer to the design office. Here he appears to have found his métier, for he was retained for the next

operator can be contacted. It's time these outdated exchange systems were abolished, particularly on Europe's most modern highway.

Say it with Flowers

TO mark the introduction of their Daffodil car, van Doorne's Automobielfabriek, N.V. (DAF), of Eindhoven, Holland, sent each of their friends a dozen large daffodil bulbs. As I was planting mine the other day (a bit late, I know, but presumably the Dutch know when to dispatch their bulbs) a thought crossed my mind: supposing Leyland Motors had had a similar idea when they introduced their latest Lion, Hippo and Octopus models. . . .

two years, from 1923 to 1925, and was immersed in design of all units of various types of commercial vehicle.

Next we find him in the design office of the Associated Daimler Co., Ltd., still designing, of course, until he progressed to supervising the erection of experimental commercial vehicles at the Daimler Works, Coventry.

In 1928 he was commercial vehicle liaison officer between the Daimler Co., Coventry, and the Associated Daimler Co., Southall, and in the same year was appointed bus engineer to the Daimler Company. This appointment gave him valuable opportunities of seeing what went on in many different departments and also what happened outside. For the job involved liaison between shops and drawing office, technical advice to sales and service, outside technical service, experimental work and inspection of returned material and, perhaps most important of all, travelling all over Central Europe on technical service.

Up to Scotland he went in 1931 as General Manager of the Daimler sales and service depot there. He remained north of the Border for some three years during which time he patented "Specification 487,951—Automatic Gear Change."

Call of Coventry

But Scotland in this instance was unable to retain an active Sassenach brain. Coventry called. So, as assistant general manager of the bus department, he travelled south once more. Which takes the story to 1936 when promotion came once again. In September of that year he became production control superintendent of the Daimler Company, controlling issue of purchase requisitions, progressing orders and with general responsibility for production, the issue of orders on works, shop progress and so on. The crux of this particular set of occupations is that he had first of all totally reorganized the system. He certainly carved out an important job for himself and, what is more, his gift for shouldering tough tasks all on his own led to his reporting solely to the managing director.

The second war took the first-war sergeant to de Havilland Aircraft Company, Stag Lane, where he became production control superintendent of the Engine and Propeller Division. But not for long. The commercial-vehicle industry could not afford to lose him to aeroplanes, however important they were in 1942. He joined Dennis Brothers in that year and with them he remained until 1950, when he went to the West Country and to Bristol Commercial Vehicles.

Though production of vehicles at his works is not inconsiderable—about 1,000 a year, I understand—it is limited by conditions over which Bill Hallpike, for all his undoubted experience and skill, has no control whatsoever. He cannot sell to just anybody. His sole customers are the nationalized road transport concerns; he is not permitted to cast his net wider. Not a bad situation, one might think. Here is a beautiful, ready-made market. But not so. Though they are not allowed to look for business outside the nationalized organizations, these can turn to other manufacturers if they are so minded. So the way I see it, Bristol Commercial Motors do not really enjoy the comforts of a captive market at all but have to be just as obliging as any free enterprise company.

But since, all his life, Bill Hallpike has laboured successfully in a highly competitive sphere (by which I mean inside as well as outside the works), that doesn't worry him. He pursues the even tenor of his way with a benevolent smile, enjoying the bracing air of Brislington, the rural delights of Saltford and the solution of the day-to-day production problems of one of Britain's more important and (I return to the word with which I started) traditional organizations.

H.C.

A29

More Strike Threats for Haulage Industry

FROM OUR INDUSTRIAL CORRESPONDENT

ALTHOUGH there is now only a fortnight to go to the operative date of the latest Road Haulage Wages Order, the rumpus over the award has not by any means died down. In fact, the past week has seen a livening up of the controversy, with threats of strike action in several directions.

The chief bone of contention is still the starting date of the award, fixed by the Minister of Labour, Mr. John Hare, with the Government's wages pause policy in mind. This, the Transport and General Workers Union have maintained, is six weeks later than the date would normally have been and they have refused to accept this "political interference" in wage negotiations.

Instead they have insisted, wherever possible, that the higher pay and shorter hours should come into force from November 13 which, they say, is the "normal" date for the award. Although it is not known how many, it is certain that a number of hauliers did, in fact, pay the higher wages from November 13.

That is what is behind London's Spitalfields Market affair. Although not covered by the Road Haulage Wages Council, the Market Tenants Association have always followed the Council's awards in respect of their own C licence drivers who bring produce in and out of the market. In long-drawn-out negotiations with the T.G.W.U., they turned down the demand that they should pay up from November 13 and insisted on January 1 as the starting date. As a spokesman for the employers put it: "We have always adhered to the awards of the Road Haulage Wages Council and insist on adherence to the normal previous practice."

So the talks broke down, and last week the union's executive gave plenary powers to their regional officers to call their drivers out on strike. They at once gave notice of strike action to the employers, effective from last Monday.

But at the last moment the actual strike was called off, pending further talks between the parties.

Mr. Bill Packer, the union's regional

trade group officer, claimed that other markets, including Covent Garden and Smithfield, had agreed to pay the extra money from November 13.

A second strike threatened British Road Services, where a somewhat similar position had arisen. The B.R.S. negotiators had also offered the Wages Council terms, but had been turned down because the unions wanted November 13 as the starting date.

Last week the unions wrote again to the B.R.S. management asking for an early meeting to continue negotiations. But before any date could be fixed a meeting of 21 shop stewards decided to issue a call for strike action next month to 300 B.R.S. depots.

The stewards threw in a new claim—for a 15 per cent. bonus, which would give between 3,000 and 4,000 men an extra £1 9s. on top of their basic rate.

They claimed that the wages pause policy had "unbalanced the wage structure in the British Road Services, whereby the basic earnings of some labourers exceed the earnings of skilled men."

MEAT HAULAGE UP 10%

HAULIERS carrying meat are to increase their rates by 10 per cent. from January 1 in accordance with the recommendation of the national committee of the meat carriers group of the Road Haulage Association.

When the general increase of 7½ per cent. in rates was recommended by the association's rates committee last month it was pointed out that for special traffics the increase might be higher.



620

Peers Attacking Disqualification

THREE Conservative peers have mounted an all-out attack on the controversial clause in the Government's Road Traffic Bill which provides compulsory disqualification for drivers who commit three "danger" offences in three years.

These 25 offences would include speeding, contravening street playground regulations, and failing to stop and give particulars after an accident.

The peers involved are Lord Teynham, a former chairman of the A.A. and a director of Southdown Motor Services, Ltd., Lord Derwent, chairman of the British Road Federation, and Lord Hawke.

They will seek, during the Lords Report stage of the Bill in the next few days, to delete entirely the subsection of Clause Three which covers this issue.

Another attack on this clause will be mounted by Lord Lucas of Chilworth, who also has a transport background.

He will seek to remove dangerous parts or loads, and irregular brakes, steering gear or tyres from the list of offences which carries discretionary disqualification—and also the three-in-three-years threat.

Channel Tunnel Model

ALARGE working model of the proposed Channel tunnel rail terminal will be shown publicly for the first time at the National Schoolboys' Own Exhibition at Olympia, London, from January 1 to 13. The 30-ft.-long model was built by the British Transport Commission to show how a tunnel terminal could be operated.

T.R.T.A. INQUIRY

REPLIES are already coming in from local authorities in response to the inquiry made by the Traders Road Transport Association as to the attitude of individual local authorities in England, Scotland and Wales over the provision of off-street loading and unloading facilities for commercial vehicles in new building development.

The recently introduced E.R.F. model with Perkins 6.354 engine is seen here in its tractive unit form, model 64SP, with 7-ft. 3-in. wheelbase. Incorporating an Eezion semi-trailer, the outfit has been supplied to F. J. Edwards, Ltd., of London, N.W.1, through W. J. Boyes and Son, Ltd., of Peckham. The trailer is designed for 10-ton loads and has a lower deck platform length of 19 ft. The rear of the trailer may be lowered hydraulically to facilitate loading or unloading, control for this operation being from the tractor.

REMEMBER THE INCREASE IN LICENCE DUTIES

WHEN renewing annual licence duties this year, operators should take particular care to ensure that the correct amount of duty is remitted.

As announced in the Budget of April 17 this year, all motor vehicle licence duties have been increased by 20 per cent. The amount of duty which is at present shown in many registration books will be at the old rate and should therefore not be copied onto the renewal application form. A sample of the new rates of duty is shown on Form PL 148 which is obtainable from post offices.

This subject is dealt with more fully on page 680 of this issue.



This Dennis Pax IV 14-ft. 1-in. wheelbase 7-tonner is the first of two similar vehicles for S. W. Farmer and Son, Ltd., of Lewisham. The vehicles are used for the transport of fabricated steel sections and were supplied by Lawler Motors, Ltd., London, S.E.8.

Leave Granted for Appeal to Lords

B.R.S. (Parcels) Limited Liability for Loss

THE Court of Appeal last week upheld a decision that, although B.R.S. (Parcels), Ltd., had admitted losing three of 15 bales of worsted cloth in transit from London to Manchester, their liability to the consignors should be limited under the British Transport Commission's conditions of carriage.

The court dismissed an appeal by Hunt and Winterbotham (West of England), Ltd., woollen goods manufacturers, of Carn Mills, Dursley, Glos, against a ruling by Mr. Justice Block in the City of London Court last April that they were entitled to recover only £68 of the £276 value of the three lost bales. Leave to appeal to the House of Lords was granted.

Relying on Carriage Conditions

Appellants contended that the trial judge was wrong in holding that the carriers, who had adduced no evidence to indicate how the three bales were lost, could rely on condition 9(a) of the standard conditions of carriage issued by the British Transport Commission, to limit their liability.

The condition provided that, subject to conditions, "the liability of the carriers in respect of any one consignment shall in any case be limited (1), where the loss however sustained, is in respect of the consignment to a sum at the rate of £800 per ton of the gross weight and (2), where the loss, however sustained is in respect of part of the consignment, to the proportion of the sum ascertained in accordance with (1) of this condition which the actual value of that part of the consignment bears to the actual value of the whole of the consignment."

Giving the reserved judgment of the court, the Master of the Rolls, Lord Evershed, said that if the loss was incurred by the carrier doing something wholly alien to carrying the goods, such a loss would be outside the scope of the condition. The condition applied only

where the loss arose during carriage according to the contract.

The appellants had alleged no more than negligence and there was noonus, under the provisions of the condition, on the carriers to prove that there had been no fundamental breach by them of the contract.

No Fundamental Breach?

One could sympathize with the appellants. Their goods had been lost, they knew nothing of the circumstances, the respondents elected to give no evidence and merely paid as compensation a fraction of what the goods were worth. This, however, was not sufficient to shift the burden of proof regarding fundamental breach.

The position might be different where a fundamental breach was specifically alleged by the consignor as the cause of the loss, or where the consignor put the carrier to proof of performance of the contract of carriage.

In the present case, neither as a matter of construction of the contract nor of general principle, was it possible to say that the respondents were obliged to prove the absence of a fundamental breach.

Lord Justice Danckwerts agreed with the opinion that the appeal should be dismissed with costs.

New By-pass on A1

THE Wentbridge by-pass in the West Riding of Yorkshire, part of the improvement of the Great North Road (A1), was officially opened on Monday by Alderman A. Dwyer, chairman of the Highways Committee of the West Riding Council.

The new road, nearly two miles long, runs east of Wentbridge and has 24-ft. dual carriageways. It incorporates the largest viaduct of its kind in Europe, the Wentbridge Viaduct, which is 470 ft. long and spans the valley of the river Went.

QUICK SEVEN-YEAR TESTS

LONDON owners of seven-year-old vehicles who are unable to arrange a convenient appointment with an approved testing station for the compulsory test are reminded that they can usually get swift treatment at the Ministry of Transport Testing Station, Aerodrome Road, Hendon, off Hendon Way.

Such vehicles must be tested by December 31 if it is intended to re-license them after that date. Owners can either arrange an appointment at Hendon or drive straight in, when they can usually be accommodated.

"THE COMMERCIAL MOTOR" INDEX

THE index to Volume 113 of *The Commercial Motor* (February-July, 1961) is now available from Temple Press Limited, Bowring Green Lane, London, E.C.1, on receipt of 4d. to cover the cost of packing and postage.

Forthcoming Events

December 18.—Institute of Transport, Annual General Meeting, London.
1962
February 22-March 4.—Amsterdam Show.
March 16-25.—Geneva Show.
March 16.—Institute of Transport, Annual Dinner, The Dorchester Hotel, London.
April 4.—Institute of the Motor Industry Annual Dinner, Park Lane Hotel, London.
April 7-8.—National Coach Rally, Blackpool.
April 30-May 5.—F.I.S.I.T.A. Ninth International Automobile Technical Congress, Church House, Westminster.
May 5-6.—Eighth British Coach Rally, Brighton.
May 8-18.—Mechanical Handling Exhibition, Earls Court.

May 15-17.—Public Transport Association Conference, Harrogate.
May 18-20.—Institute of Traffic Administration, Annual Conference, Blackpool.
May 29-June 1.—Institute of Transport Congress, Cardiff.
June 4-8.—Public Cleansing Conference, Hastings.
September 21-29.—Commercial Motor Show, Earls Court.
October 15-17.—Road Haulage Association Conference, Bournemouth.
October 17-27.—Earls Court Motor Show.

Following are the provisional dates of Continental shows for 1962: Copenhagen—March 7-11; Paris—October 4-14; Turin—October 31-November 11.



Mr. G. Argyle has been appointed chief engineer, commercial vehicles, of B.M.C.

Mr. N. A. Leslie has been appointed managing director of Petrofina (Gt. Britain), Ltd.

Mr. J. T. Dudley has joined the engineering staff of Girling, Ltd., Birmingham. Mr. Dudley was with Guy Motors (Europe), Ltd., for 23 years, joining the firm in 1938 as a junior draughtsman and being appointed chief designer in 1957.

Mr. H. E. Humphreys, Jr., chairman of the board of the United States Rubber Co., has resigned his position as chairman of the North British Rubber Co., Ltd., with effect from December 31. He is succeeded by **Mr. G. R. Vila**, president of the United States Rubber Co., to which the Scottish firm is affiliated.

Mr. D. Blee, general manager of the London Midland Region of British Railways, is retiring at the end of this month. **Mr. S. E. Raymond**, at present traffic adviser at B.T.C. headquarters, has been appointed general manager of the Western Region with effect from January 1. **Mr. D. McKenna**, assistant general manager of the Southern Region will take over on January 1 the newly created B.T.C. post of chief commercial officer at headquarters.

Mr. R. F. Newman, managing director of Transport Equipment (Thornycroft), Ltd., is to retire from the company on December 31. He joined the Thornycroft organization in 1912 and has been connected with the Basingstoke works since 1929, when he became assistant to the works manager. He was appointed general manager in 1938 and became a director when the above company was formed as a subsidiary of John I. Thornycroft and Co., Ltd., to take over the latter's vehicle manufacturing activities, thereby separating them from the marine side. Mr. Newman subsequently became managing director and was asked to remain in that position when Transport Equipment (Thornycroft), Ltd., was taken over by the A.C.V. group early this year, so as to assist in the reorganization that followed.

A32

Men in the News

Retiring after 57 years' service with the David Brown organization, Mr. Arthur Sykes (right) director and technical consultant, receives best wishes from Mr. Allan Avison, deputy managing director. In the centre is Mr. David Brown Jnr., executive director, gear divisions.

Mr. F. M. Walton, director-marketing, the Power Petroleum Co., Ltd., will retire at the end of the year. He will be succeeded by **Mr. E. G. H. Pointer**.

Mr. R. E. Uren has been appointed company secretary of Silentbloc, Ltd., in succession to **Mr. A. R. Hanwick** who has retired after 40 years with the firm.

Mr. G. Clayton has taken over the practice of the late **Mr. H. Robinson** who for many years practised as a transport consultant and traffic court advocate in the North Western traffic area.

Engineering Diplomas Awarded

SUCCESSFUL students from all parts of the world received their diplomas from Sir Matthew Slattery, this year's president of The College of Aeronautical and Automobile Engineering and chairman of B.O.A.C., at the annual prize-giving of the college held at Chelsea Town Hall last week.

The principal, Mr. J. A. C. Williams, said that nearly half the total passes awarded in the City and Guilds Motor Vehicles Electricians' examination this year had been won by students of the college, including four of the first five 1st Class passes. Some students had achieved the unique distinction of qualifying for two City and Guilds Technological Certificates—those in Automobile and Agricultural Engineering.

Mr. Williams said that the college had been visited by two committees of the Institute of Road Transport Engineers this year and, as a direct result, automobile students receiving their diploma are recognized by the Institute as having done the equivalent of three years' indentured apprenticeship practical work towards that required.

BENDIX-LOCKHEED DEAL

THE American Bendix Corporation's French affiliate, Duceillier-Bendix-Air Equipment (D.B.A.) has acquired the French Lockheed concern. Bendix state that the combined French companies will now have the largest automotive brake sales in Western Europe, and will operate 12 French factories.

Mr. J. Hewson, chairman of the Hull area of the Road Haulage Association for six years, was presented with a gold watch by **Mr. G. Reader**, the present chairman, at the annual dinner dance of the section.

Mr. S. J. B. Skyrme received several farewell presentations recently at Stoke-on-Trent on the occasion of his leaving Potteries Motor Traction Co., Ltd., to become general manager of Southdown Motor Services, Ltd.

Mr. Arthur Sykes, internationally known as an authority on gears and gear-cutting machines, has retired from David Brown Industries, Ltd., with whom he was director and technical consultant.

Obituary

WE regret to record the death of Mr. W. J. A. Baker. Mr. Baker was traffic manager of South Shields Transport Department from 1925 to 1934.

Mileage Up—Accidents Down

ALTHOUGH Dundee Transport Department's mileage has risen from 7½ to 7¾ million in the past three years, accidents involving collision have dropped by 10 per cent., and accidents of all types have dropped by 13 per cent.

These facts were given by Mr. W. L. Russell, the transport engineer and manager, at the department's second annual safe-driving awards presentation dinner. A total of 281 awards were made, representing almost 75 per cent. of the department's drivers.

* * *

One hundred lorry drivers of the Hope works, of G. and T. Earle, Ltd., Derbyshire, cement manufacturers, covered 3,786,762 miles in 1960, it was stated when they received safe-driving awards.

"Heads of the Valleys" Road

WORK will start shortly on the second stage of the "Heads of the Valleys" road, a modern highway to supersede the existing Neath-Abergavenny road, A465.

The new section will be nine miles long between Hirwaun and Dowlais Top, will include three bridges, and be complete in three years. The first section, Abergavenny-Brynmawr, is due for completion in 1962.

When finished, with a third section between Dowlais Top and Brynmawr, the 24½-mile road will link the West Midlands and South Wales via the Birmingham-Bristol (M5) and Ross Spur (M50) motorways.

B.R.S. Charges Go Up 7½%.

BRITISH ROAD SERVICES announced on Monday that they are adjusting their charges to obtain an overall additional revenue of 7½ per cent. This follows the announcement of a similar increase recommended by the Road Haulage Association to its members last month. In common with other hauliers, B.R.S. claim that they have been faced with heavy increases in costs during the past 12 months.

British Railways also announced increases in some charges. Certain parcels by passenger train will go up by 10 per cent. on January 1, 1962, and charges for small consignments by merchandise train will be increased on February 1, 1962, from amounts varying from 10 per cent. to 2½ per cent. according to the weight and nature of the goods.

No Govt. Action on Rural Buses

FROM OUR PARLIAMENTARY CORRESPONDENT

HOPEs of early Government action on the Jack Report vanished during this week's Commons debate on rural transport.

"Much more thought is still needed before we are able to come to a final decision" was the answer given by Mr. John Hay, Parliamentary Secretary to the Ministry of Transport, to demands that the Government should give early help to country buses. "This thought should be directed to the basic question whether or not the decline in rural services, in a climate of the increasing use of private transport, should be artificially stayed by the financial intervention of the State. This is a question the Government are not yet ready to answer."

Mr. Hay pointed out that remission of fuel tax, advocated by many M.P.s, would in fact be another form of subsidy and would cost nearer £15½m. than the £12m. mentioned in the Jack Report.

Opening the debate, Mr. F. H. Hayman (Lab., Falmouth and Camborne) suggested that the cross-subsidization of rural transport by making small urban areas help to pay for the uneconomic country routes had reached saturation point, if it had not gone beyond it.

Mr. Frank McLeavy (Lab., Bradford East) noted that no industry was so heavily taxed as passenger transport. If the Government were unable to give a full remission of taxation on fuel oil to

bus undertakings they should spread the gross yield of the taxation over all the users of the oil, he said.

From Sir Gerald Wills (Cons., Bridgewater) came the point that the types of bus used on normal country routes were not the right ones to cater for the traffic as branch railway lines were closed. He advocated the type of bus used at airports.

From the Opposition front bench Mr. Cledwyn Hughes (Anglesey) warned that if the present rate of reduction in rural bus mileage continued, there would be a further reduction of over 90m. miles by the end of 1965. The only true answer to the problem, he said, was a properly integrated passenger transport system covering all travellers and all areas. There was now no national plan or policy, he remarked.

As reported last week, an exhibition of Guy vehicles was held by T.G.B. Motors, Ltd., Clitheroe, from last Friday to Wednesday. The "star" of the show was a new double-drive version of the Warrior light six-wheeler (left). This 20-ton-gross chassis has Invincible-type axles, the permissible bogie loading being 16 tons. A limited-slip third differential can be incorporated, and the chassis, which is powered by an A.E.C. AV470 engine, has the new A.E.C. six-speed constant-mesh gearbox as standard.

This Warrior tractive unit was another exhibit. It is for operation with Tate and Lyle and has a special Bowyer forward-step cab and the rear axle has air suspension similar to that employed on the Guy Wulfrunian double-decker.



Experiments with unpainted aluminium bodies to be started by the G.P.O. will affect some 200 1½- and 1½-ton engineering vehicles. Stucco-embossed sheeting on timber is used, and the vehicles are based on standard Morris chassis, with steel front-end assemblies. Between £10 and £20 per vehicle will be saved on initial cost, and if the experiment proves a success it may be applied to the other 6,500 vehicles in the fleet. Some tool-cart trailers used with these vehicles are to be similarly panelled.

New B.R.S. Depot Opened

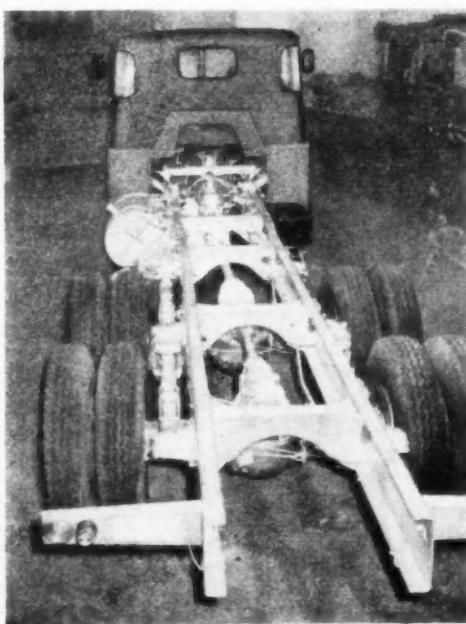
SCOTLAND'S newest B.R.S. depot at Grangemouth was officially opened on Wednesday by Mr. Robert Brown, Provost of Grangemouth.

Whilst there is room for expansion, the depot will operate initially some 46 general vehicles.

A full, illustrated description of this new depot will appear in next week's issue of *The Commercial Motor*.

FIVE VEHICLES GRANTED

WILLIAM BAXTER AND SON, of Tranent, have been granted a B Licence for five vehicles out of the eight applied for; the Scottish Licensing Authority had previously granted the application in principle but had reserved the decision with regard to the quantum, as reported in these pages last week.





Although externally similar to 100 Leyland Titan PD3 models with Northern Counties forward-entrance 69-seat bodywork already in service with Southdown Motor Services, Ltd., the latest batch of 40 now being delivered differ in being based on the PD3/5 chassis with Pneumo-Cyclic transmission. These vehicles are, in fact, the first Southdown buses to have epicyclic gearboxes of any kind. New features of the bodywork are illuminated advertisement panels mounted on the offside and at two positions inside the bus.

Big Contract-to-A Switch

AT a resumed hearing in Edinburgh on Monday, the Scottish Licensing Authority, Mr. W. F. Quin, granted an application by J. and A. Smith of Madiston, Ltd., for conversion of existing contract A licences into ordinary A; this licence switch involves 26 vehicles and one trailer totalling 177½ tons currently used on "goods for British Aluminium Co., Ltd., in Great Britain."

The Authority was told that British Aluminium wished to make the change.

There were 26 objectors to the application, and, for one group, Mr. J. B. T. Loudon criticized a lack of precise information about destinations and tonnages. But Mr. Quin, ruling that the application could not be regarded as a new one, said: "When contract A licences are granted we do not consider destinations but only the vehicles. In the circumstances I consider I am entitled to grant as requested."

Micrograms

Meter Emptying: Security Express, Ltd., have been awarded a contract to empty parking meters for Finsbury Borough Council. Although widely practised in the United States, the emptying of parking meters by a security organization, is said to be new in this country.

Fluorescent: The Ministry of Transport is now considering possible changes in the Construction and Use requirements regarding interior lighting in public service vehicles, to make proper provision for the high-intensity systems employed in fluorescent lighting.

New Premises: Bristol Industries, Ltd., together with two of their main subsidiaries, Western Transport, Ltd., and Contract Hire (Car and Commercial Vehicle), Ltd., have moved to new premises on the Brislington Trading Estate on the Bath road.

Drop in Profit: Net profit of Toledo Woodhead Springs, Ltd., for the year ended September 3 last was £45,656, a drop of £13,312 compared with the previous year.

R2

More to Gain if Application Refused

BECAUSE a company would gain more if its application were turned down than if it were granted, a case was described as "most unusual" when it came before the Yorkshire Traffic Commissioners at Bridlington last week.

The application was that of East Yorkshire Motor Services who sought to increase fares on their Withernsea and Hornsea routes.

For the company, Mr. F. A. Stockdale said application was made so that parity between rail and bus fares, which had operated since 1933, would be maintained when a proposed increase in rail fares on these routes became operative on Jan. 1.

The company, said Mr. Stockdale, was applying so that the Commissioners would have the opportunity of considering whether it was desirable in the public interest that road and rail fares should

Manchester Trolleybuses To Go

THE plan to replace Manchester Corporation's trolleybuses with motor buses has reached a further stage with the preparation of a report by the transport committee for the city council. This envisages conversion being carried out in stages over the next six years, with the vehicles which would normally at present be due for extensive overhaul, amounting to about half the fleet of 116 vehicles, being replaced by motorbuses within two years. The first route due for conversion is that from Piccadilly to Gee Cross, Hyde.

Reasons put forward for the change-over are operational flexibility, together with the ability to modify routes to suit developments in the districts served and savings in operating costs.

Some of the routes are operated jointly with Ashton-under-Lyne Corporation and the future of the latter's trolleybus system would appear to be directly affected by Manchester's policy.

be co-ordinated on these routes to prevent wasteful competition. The company had, since 1951, made 12 successful applications for increased fares because it was in financial need. Now the railways for the first time wanted to put up fares ahead of East Yorkshire and the company felt bound to make the application.

Mr. Stockdale said he had no doubt that the public would strongly object to this steep rise in the rail fares. The company calculated that when fares went up the normal resistance by the public was about one and a half per cent. Extra revenue, it was calculated, would be £8,000 a year if the application were granted.

He estimated that a resistance of one and a half per cent. to rail fares would cost British Railways 150 passengers a day who would transfer to road services. If this happened the company stood to gain £10,000 a year.

The chairman, Major F. S. Eastwood, said the Commissioners would defer their decision until they could obtain some information from British Railways. He added: "If we can get them to a public inquiry we will do so."

The hearing was adjourned until today at Leeds.

Big Scottish Haulage Merger

AGREEMENT is announced for a merger between two private-enterprise Scottish haulage companies, Road Services (Caledonian), Ltd., and Road Services (Forth), Ltd. This major expansion of Tayforth Holdings, Ltd., will result in Mr. W. R. Alexander retaining a controlling family interest of 63 per cent. of the increased Tayforth capital.

Jointly the two companies operate more than 600 vehicles and have depots throughout the British Isles.

Reading Negotiations Break Down

DISCUSSIONS which have been going on for more than a year between Reading Corporation Transport and the Thames Valley Traction Co., Ltd., on the proposed co-ordination of services have broken down.

This was announced at a meeting of Reading Town Council last week when a former chairman of the Transport Committee, under whom negotiations first commenced, blamed the Thames Valley Co. for the breakdown.

A report by the committee said that, following a meeting between the two sides in October, a letter was received from the chairman of Thames Valley in which he said he was not prepared at present to proceed further with discussions with a view to co-ordination of services in its full sense because it seemed to him that the predominant benefit to the public would be the elimination of the present protective fares arrangement, which could be effected without recourse to a co-ordination scheme.

He would be "very happy" for investigation to be initiated with a view to the elimination of the protective fares arrangement on suitable terms.

The committee reported they had informed the chairman of the Thames Valley board that they were very disappointed he was not prepared to proceed with discussions and were satisfied that such an arrangement would benefit the public and enable both undertakings to effect economies.

They were still "ready and anxious" to continue negotiations.

The committee regarded protective fares as imperative, but would be prepared to consider relaxation in exchange

for the right to run services, either solely or jointly, into the fringe areas outside the borough boundaries, routes to be a matter for negotiation and discussion.

A further letter had been received from the chairman of the Thames Valley in which he stated: ". . . with regard . . . to protective fares I quite understand the views of your council as regarding their retention as imperative. In the circumstances I do not think at this stage any useful purpose would be served in pursuing this line of inquiry."

The Traffic Commissioners are to be told of the termination of the discussions.

P.M.T. APPEAL DISMISSED, BUT GRANT MODIFIED BY MINISTER

THE Minister of Transport last week dismissed appeals lodged by Potteries Motor Traction Co., Ltd., and S. Turner and Sons, Ltd., against a decision by the West Midlands Traffic Commissioners, who had granted a road service licence to Berresford Motors, Ltd., in respect of an express service between Brown Edge and Leek.

In what he described as a "very finely balanced case" the Minister, however, modified the grant to Berresford Motors by deleting three picking-up and setting-down points along the route because the case for the new service from them was insufficiently proved, having regard especially to the margins of differences in costs and timing.

New Bus Station at Milford Haven

ACOMBINED garage and bus station was opened at Manchester Square, Milford Haven, on November 27 by the Western Welsh Omnibus Co., Ltd. It is capable of housing nine vehicles under cover, with space for a further seven outside. The bus station has eight bays arranged for head-on loading, together with a further bay used as a spare. Other

facilities provided include an inquiry office and staff mess room, both of which have electrical underfloor heating.

Milford Haven has not hitherto been an operating centre for Western Welsh buses, but it now has the first bus station to be built in Pembrokeshire. The company's Cardiff base is over 100 miles away.



The new Western Welsh bus station at Milford Haven. Prominent decorative use is made of the company's distinctive monogram.

Camp Service Refused

BRISTOL OMNIBUS CO., LTD., and Gloucester Corporation at Bristol last week successfully opposed an application by an independent operator to run an express service between Innsworth R.A.F. Camp (Glos) and Gloucester Eastgate and Central railway stations.

The applicant, Mr. W. J. Thomas, of North Place, Cheltenham, told the Western Traffic Commissioners that he operated a number of coaches and taxis and had a taxi office in the camp for the convenience of R.A.F. personnel.

Bus Lane Plan Rejected

EDINBURGH CORPORATION has turned down the proposal that a traffic lane should be reserved for municipal and outside bus traffic on the gardens side of Princes Street. It was proposed that this should be regarded as an experiment for the Christmas and New Year period, with a view to later continuance as a normal operation.

The magistrates, however, have refused the proposal because the inside lane is used for taxi ranks and car parking. The proposer has indicated that he will raise the matter again for the Edinburgh Festival period.

MIDLAND RED TO RUN ON M5

THE West Midland Traffic Commissioners have granted an application by B.M.O. to run express services on the M5 motorway between Birmingham and Worcester when the new road opens next summer, but have limited this to one departure hourly on weekdays, and two vehicles hourly at week-ends. The grant is for an experimental period of one year, and the Commissioners warned that existing stage and express services might, as a result, have to be substantially altered; they also expressed surprise at the low fare (3s. 6d. single) for the new journey, which will take only 50 minutes compared with the present 90 minutes on the existing main road, and represents a point-to-point average of over 35 m.p.h.

A.C.V. PROFITS UP

ASSOCIATED COMMERCIAL VEHICLES, LTD., on Tuesday announced a final dividend of 11 per cent., making 16 per cent. as forecast. Profits before tax have increased by over 25 per cent., from £1.51m. to £1.92m.

The accompanying statement reveals that the order book is now bigger than it was a year ago, and that while demand has eased off because of credit restrictions, there has been a marked increase in export business.

The published figures, however, do not include those from Transport Equipment (Thornycroft), Ltd., which was taken over last March and which has been making losses for three years.

NEW DUNDEE DEPOT

THE new £85,000 depot of the Dundee Transport Department was opened last week. It takes 99 buses.

Orders and Deliveries

DURBAN ORDERS MORE: Durban Corporation has ordered 15 Leyland Worldmaster ERT2.I models with semi-automatic transmission from Leyland Albion (Africa), Ltd. They will have bodywork by Bus Bodies (S.A.), Ltd.

MORE BUSES FOR WEST AFRICA: The Crown Agents for Oversea Governments and Administrations have ordered £50,000 worth of Leyland buses for Sierra Leone Government Road Transport. The order is for the five Leyland Titan PD2.4I double-deckers with 56-seater M.C.W. bodies, and three Leyland Tiger Cub PSUC1.5 single-deckers with 44-seater Marshall bodywork.

TANKERS ORDERED: Gilbraith Tankers, Ltd., of Accrington, have ordered three Leyland Octopus Power-Plus long-wheelbase chassis with 140 h.p. diesel engines and six-speed gearboxes. They will be equipped with 3,600-gal. tanks by Universal Boilers and Engineering Co., Ltd., Burnley.

MUNICIPAL SCARABS: The County Borough of Great Yarmouth has ordered two Scammell Scarab 3-ton diesel engined tractors and Walsall Corporation has taken delivery of a Scarab 3-tonner and drop-frame semi-trailer outfit.

LEYLANDS FOR HIRE: The Vehicle Hire and Supply Co., Ltd., Rushden, has ordered 12 Leyland Beaver tractors with 200 b.h.p. Power-Plus diesel engines.

COACHES FOR IRELAND: Coras Iompair Eireann have ordered 90 Leyland Leopard single-decker coach chassis. They will be delivered in c.k.d. form to the C.I.E. workshops where they will be assembled and fitted with luxury bodywork.

FOR SPAIN: One hundred and ten sets of A.E.C. "Reliance" single-decker bus chassis units have been ordered by Barreiros-A.E.C. S.A. They will be built into vehicles manufactured in Spain.

A.E.C. UNITS FOR GUY: Guy Motors (Europe), Ltd., have ordered 54 A.E.C. AVU 470 engines and the same number of gearboxes.

TANKERS FOR LAGER: Arthur Guinness Son and Co. (Park Royal), Ltd. have ordered eight A.E.C. Mammoth Major eight-wheelers for the transport of Harp Lager. Insulated 3,000-gallon stainless steel tanks, supplied by Burnett and Rolfe, Ltd., of Rochester, will be fitted



New Trader Chassis for Tankers

A NEW Thames Trader chassis designed specifically for tanker operation has been announced by the Ford Motor Co., Ltd. It is based on the existing Trader 7½-ton, 13-ft. 4-in. wheelbase chassis and is suitable for payloads of 2,000 gal. at a gross vehicle weight of 12 tons 5½ cwt.

The standard specification includes the Ford 330-cu.in. diesel engine, five-speed direct or overdrive gearbox and a single-

speed rear axle with a ratio of 6.8 to 1. A two-speed axle with ratios of 5.57 and 7.74 to 1 is available as optional extra equipment.

Heavy duty suspension with dampers at the rear and 9.00-20, 14-ply tyres on three-piece wheels are also standard fittings to cater for the higher gross vehicle weight.

The price of the chassis/cab version is £1,351 11s. ex works.



One of the new Thames Trader tanker chassis operated by Jet Petroleum, Ltd. The 2,000-gal. tank is by Darham Industries, Ltd.

One-piece Plastics Cab for Mercury

THIS first one-piece moulded reinforced-plastics cab built by Road Transport Services (Hackney), Ltd., for the A.E.C. Mercury chassis has been mounted on a Mercury tractive unit recently supplied to Howards (Ilford), Ltd., Uphall Road, Ilford.

Basically, the design is the same as that of the reinforced-plastics cab made by the concern for A.E.C. Mammoth Major chassis. Apart from the wings, bumper and radiator grille, the complete cab including the floor, engine cover, doors and dash panel is of reinforced plastics. Although this first example is finished in cellulose and has a standard grille the plastics can be colour impregnated and an alternative grille can be incorporated if required. The cab has a four-point mounting, and it is claimed that the complete unit can be removed in as short a time as one hour.

Improved B.M.C. Tractive Units

SEVERAL improvements to the mechanical specification of Austin and Morris 12/15-ton tractive units have been announced. To give better riding characteristics, particularly when travelling unladen, the wheelbase has been increased by 10 in. from 7 ft. 1 in. to 7 ft. 11 in., whilst a better margin of frame strength has been provided by increasing the frame thickness from $\frac{1}{8}$ in. to $\frac{1}{4}$ in. and the depth from 7½ in. to 7¾ in. Another change is that the 17-gal. fuel tank is replaced by a 26-gal. component. These changes apply only to forward-control models, and in all cases prices remain unaltered.

New Jeep Fleetvan

THE latest version of the Jeep Fleetvan built by Willys Motors, Inc., of Toledo, Ohio, incorporates a lantern-type windscreen claimed to give good forward visibility for the driver. The body is of the relatively tall walk-in type widely used for this type of vehicle in the United States, but the wheelbase, 6 ft. 9 in., and the overall length, 12 ft. 10 in., have been kept to a minimum in the interests of manoeuvrability. The latter characteristics give the vehicle an obvious relationship to the Jeep military vehicle, despite the fact that it is of forward-control layout.

Designed for a 9 cwt. payload, the Fleetvan has the four-cylindered petrol engine of the overhead inlet and side exhaust valve type favoured for Jeep vehicles for some time. In its present form an output of 72 b.h.p. is given.

The Road Transport Services plastics cab on an A.E.C. Mercury tractive unit. The cab doors are rear-hinged to give forward entry.

Ministry Boost for Hovercraft

DEVELOPMENT of hovercraft will be given new impetus by the decision of the Ministry of Aviation, announced last week, to institute a hovercraft research programme at the Royal Aircraft Establishment at Bedford. The immediate interest is in evaluating hovercraft as potential military vehicles, but any such programme will inevitably have its effect on commercial models.

The Ministry are buying an experimental 10-seat hover machine, the Britten-Norman CC2 Cushioncraft, built at Bembridge, I.W., and the R.A.E. at Bedford will also be associated with development of the Westland SRN2, illustrated and described in last week's issue of *The Commercial Motor*.

British Railways' Bulk Handling Experiment

EXPERIMENTS are still being carried out by the London Midland Region of British Railways with the French Marrel system of load transfer which has been available in this country through Aero Maintenance Equipment, Ltd., for over two years. The British Railways project has been called the Bulkrae scheme and is being used for the transport of bulk materials in road-rail containers. The main advantage from the railway point of view is that it eliminates the need for facilities at stations for off-loading from railway wagons.

For the experiments, the Marrel equipment is mounted on a Foden eight-wheeler. It follows the same pattern as previous applications, and consists of a special platform with portal-type lifting apparatus pivoted at its end to transfer containers from the vehicle to railway wagons and vice versa. The two lifting arms are powered by hydraulic rams and

ALL American cars and commercial vehicles produced after next autumn will be fitted with anti-air-pollution devices as standard equipment in accordance with an agreement reached by the board of directors of the Automobile Manufacturers' Association. The board recommended that its member companies should install crankcase-ventilation systems to reduce fuel-vapour or hydro-carbon emissions.

Such devices have been fitted as standard on petrol-engined vehicles built for sale in California for over a year now. The A.C. Spark Plug division of G.M.C. has been manufacturing a "blow-by" crankcase-ventilation unit costing between £1 10s. and £2 5s. when installed as initial equipment. The manufacturers are confident that this cost will

be reduced with the more general use of this equipment next year.

The association has said that engineers had found that the crankcase was the source of as much as 40 per cent. of the total hydro-carbon emissions by road vehicles. The ventilation system proposed would recirculate crankcase gases through the engine. Developments are also in hand to perfect devices for treating exhaust fumes, but so far these have been too expensive.

REPLACING MANY AMBULANCES

AT the annual inspection parade at Accrington, Lancashire County Council's ambulance organizer, Mr. A. Orton, revealed that many vehicles are to be replaced and that by the end of next March 123 new ones will be in use.

U.S. Anti-pollution Drive

when in the lowered position, lie on the outside edges of the platform.

The platform is designed to carry two special containers with a gross weight of up to 6½ tons each. Nine different types of container have been developed. These include models suitable for the transport of bulk liquids, powders and grains, bricks and building materials.

The containers for liquids are cylindrical, one of 1,030 gal. and the other, which is insulated so that pre-heated liquids can be carried, of 950 gal. A cylindrical unit for low-density powders has a capacity of 205 cu. ft., and a spherical container with a capacity of 150 cu. ft. has been developed for the transport of high-density powders. There are four types of open-top container. Two are intended for such things as sand

and gravel and one of them incorporates hinged front and rear doors so that tip discharge can be made.

Another open-top unit has a capacity of 151 cu. ft. and is primarily intended for loose or packaged bricks. This is also the purpose of the fourth, but this has a removable end and a clamping beam, which enables a cube of up to 2,200 bricks to be handled as a complete unit. A pre-stacked cube of bricks to the correct dimensions can be picked up and set down automatically. The other container is an enclosed box. This has a capacity of 286 cu. ft. and is intended for the transport of grain and malt.

The containers used for powders are suitable for air-pressure discharge, and the Bulkrae vehicle is equipped with a Wellworthy-Ricardo compressor.

The Bulkrae system being used on a Foden eight-wheeler of British Railways. In these pictures 130-cu.-ft. open-top containers are being transferred between railway truck and road vehicle.



IRU on C Licences

RECOMMENDATIONS published by the International Road Transport Union state that C-licensed transport must be so defined as to serve exclusively the personal needs of the licensee, any evasion of this at the cost of the haulier being impossible.

Transport users, continues the document, have the right to use their own transport as thought best, and quota systems for C-licensed traffic must be abolished. C-licences and hauliers should in their own interests work together in every country through official bodies with rules cut to national needs.

The recommendations are the result of a two-year study by the IRU which has also issued a statement on vehicles' weights and dimensions in which it urges that for goods vehicles, articulated units and goods trailers these should be standardized over the whole of Europe, or at least within the Common Market area.

The union opposes the majority decision of the European Transport Ministers' Conference (CEMT) of October, 1960, and recommends a total length for goods vehicle-plus-trailer units of 18 metres (59 ft.) a total permissible weight of from 36 to 38 metric tons and a permissible driving axle weight of 13 metric tons.

100th Van "Launched"

GENERAL Sir George Erskine, assisted by Jack Warner (TV's "Dixon of Dock Green"), "launched" with a bottle of champagne Securicor, Ltd.'s one-hundredth armoured vehicle after it had been handed over to them by Locomotors, Ltd., at the company's London headquarters last week.

Most of the vehicles operated by Securicor are hired from Charles Rickards, Ltd.

Locomotors convert the vehicles. The full extent of adaptation cannot be revealed, but includes the installation of specially designed security devices, the protection and reinforcement of the bodies, and the provision of warning equipment and radio for continuous contact with headquarters.

Securicor have another 150 of these vehicles on order.



General Sir George Erskine, watched by Jack Warner "launches" Securicor's 100th armoured van. The photograph shows the ram-proof ribbing at the front of the vehicle.

112 Hauliers Oppose Switch

THE major reasons quoted by Mr. N. R. Kennedy, shipping and transport officer of the British Aluminium Co., Ltd., for wishing to surrender a contract A licence covering 30 vehicles belonging to Jones Transport Services (Liverpool), Ltd., were that they did not want to pay a higher rate for their transport, and part and return loads could be carried more economically on an open A. He was supporting an application by Jones (*The Commercial Motor*, November 3) for an A licence for 30 vehicles with a normal user of: "mainly goods for the British Aluminium Co., Ltd., as required." The adjourned application was considered before the North Western Licensing Authority at Manchester on Thursday and Friday of last week.

Continuing his evidence, Mr. Kennedy pointed out that a few months ago he had been approached by Jones for an increase in rates. He had resisted this and had decided that an open A licence would enable part loads and other traffic to be carried more economically and thus the rates should remain static. The British Aluminium Co. were suffering intense competition from the American and Canadian markets and they were now trying to give their customers a 24-hour service, which was not being achieved with the contract. Jones knew the requirements of their factories and could co-ordinate transport throughout the country, together with the two other hauliers British Aluminium employed,

from Warrington and Scotland. Traffic had to be sent from the warehouse at Latchford and redistributed in London and the southern counties. These consignments were irregular, but with an open A licence this would not matter.

Relying to Mr. J. Edward Jones, objecting for 112 private road operators, Mr. Kennedy said that they could not afford an increase in their haulage rates at the moment. He agreed that whilst the 30 vehicles had been on contract to British Aluminium they had also been doing work for the Alumina Co., Ltd., a subsidiary of the former.

Managing director of the applicant company, Mr. W. F. Jones, told Mr. Edward Jones that he had never thought it was illegal to carry goods of a subsidiary on a contract A licence. It was uneconomical operation if vehicles went on an outward journey and then had to return empty. They had no intention of trying to enter new markets if the application was granted, and they wanted to work principally for the British Aluminium Co.

Mr. Edward Jones considered that the company wanted a superabundance of transport, enabling them to roam all over Britain. He wanted to know the number of vehicles needed for the Scottish and London runs, but said it seemed impossible to evaluate their needs.

The case was to be continued yesterday.

Municipal Contracts

Manchester City Council invite tenders by January 3, 1962, for one automatic loading shovel for their works.

Stretford Highways and Sewerage Committee has accepted a £718 tender from Martin Walter, Ltd., for a tower wagon.

Hemel Hempstead Borough Council invite tenders for one refuse collector, either (a) 25-cu.-yd. "fore-and-aft" type with compressing device, or (b) 50-cu.-yd. type with packing body.

Bournemouth Borough Council invite tenders by January 4, 1962, for supply of four two-ton and four three-ton Bedford lorries, and offer eight two-three-ton used lorries in part-exchange.

Glasgow Health and Welfare Committee has approved the purchase from A. and D. Frazer, Ltd., of a Morris p.s.v. Minibus at £703 for use at the day nursery for mentally handicapped children. The Printing and Stationery Committee has approved acceptance of a tender of M'Lay's Garage, Ltd., Kirkintilloch, for a Morris Mini-Minor van at a net £279.

Contracts

Litham St. Annes Corporation is recommended subject to Ministry approval, to order from Dennis Bros., Ltd. a Dennis Paxit III refuse-collection vehicle.

York Streets and Buildings Committee has recommended approval of the purchase of a Yorkshire heavy duty road sweeper vehicle from Lister and Edmond, Ltd., for £3,230.

Bournemouth Beach and Pavilion Committee has accepted the £465 tender of W. R. Selwood, Ltd., for an electric industrial truck and the £493 tender of Harborough Construction, Ltd., for an electric street cleansing truck.

Liverpool Highways and Planning Committee recommends acceptance of the £529 tender of Garlick, Burrell and Edwards, Ltd., Liverpool, for the supply of a diesel-engined 10-cwt. van; the tender of Candor Motors, Ltd., Essex, for two 3-ton chassis-cab units at £809 each; the tender of A. W. Webb, Ltd., Liverpool, for a 5-ton chassis-cab unit for £1,009; and the tender of Candor Motors, Ltd., for three 5-ton short-wheelbase tipping chassis and cab units at £1,017 each.

Sheffield Water Committee has authorized the purchase of a Thames 5-cwt. van from T. C. Harrison, Ltd., and a Commer 8-cwt. express delivery van from Deighton Motor Co., Ltd. The Highways Committee has ordered from Aveling-Barford, Ltd., a diesel-engined road roller for £2,227 net and has accepted an £827 tender from Crabtree and Nicol, Ltd., for a diesel-engined Land Rover. The Markets Committee has accepted a £918 quotation from Bentley Brothers (Sheffield), Ltd., for a refuse trailer and the City Council is to buy an Austin 1-ton van from Bookless Brothers (Dore and Sheffield), Ltd.

Cardiff Corporation has accepted a £1,647 tender from the Godfrey Motor Co., Ltd., Cardiff, for three 15-cwt. vans. The Corporation's Central Contracts Committee recommends that an order placed with James Howell and Co., Ltd., last July for a Commer high-top van should be cancelled and an order placed with the same firm for an Austin 152 15-cwt. high-top van at £641. The Corporation has also approved the purchase of a new Thames 8-cwt. van at approximately £397, and it is recommended to accept the £1,493 quotation of R. Richards and Co., Ltd., Newport, for a W.R.120 "Whirlwind Uniflo" on a Thames 30-cwt. diesel-engined chassis.



A.E.C. IN SYDNEY

Sydney's streets are kept busy—and they also have to be kept clean! Street washing is but one of the numerous functions which the many hundreds of A.E.C.s perform in the flourishing capital of New South Wales. The Sydney Department of Transport alone has nearly seven hundred, and there are A.E.C. goods vehicles of all types and sizes fulfilling a vital need in the commercial life of the State. For outstanding performance backed by excellent service, Australia's choice is A.E.C.



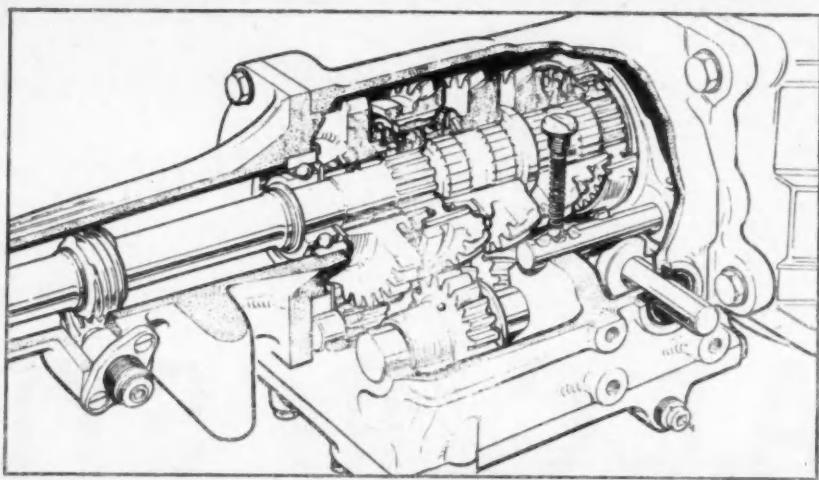
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IT'S NEW,
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New 4-speed all synchromesh gearbox
with column-mounted change — and
long-life linkage for Bedford Vans

It's magic alright! A sweet, sweet change from a 4-speed steering column control that's simplicity itself to handle. Now, for the first time, a 4-speed box that offers synchromesh on bottom gear; plus a column-mounted change that gives easy 'come & go' from either side of the cab. A superb piece of mechanism, with linkage engineered to operate for really long life. And all for a cost of only £12 extra.

You know the advantages of the Bedford Van—it's fine road-holding and manoeuvrability, its lowest-of-all loading levels, its big pay-load capacity, its straight walk-through cab, and easy 'reach-back' access to load for driver. Now, on top of all this comes the choice of 3 or 4-speed all-synchromesh gears, with a choice of 3 different axle ratios—to give

Bedford van men the transmission-axle combination ideally matched to the job.

BEDFORD — THE PRACTICAL VAN

Nominal capacities: 10/12 cwt. and 15 cwt.

Maximum payload: 14½ cwt. and 18 cwt.

Two wheelbases: 90 in. or 102 in.

Two engines: Petrol or Diesel.

Two gear boxes: 3 or 4-speed.

And wonderful value for money

	90 in.	102 in.
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10/12 cwt. Van	£450	£470
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15 cwt. Van	£460	£480
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4-speed all-synchro gearbox £12 extra.

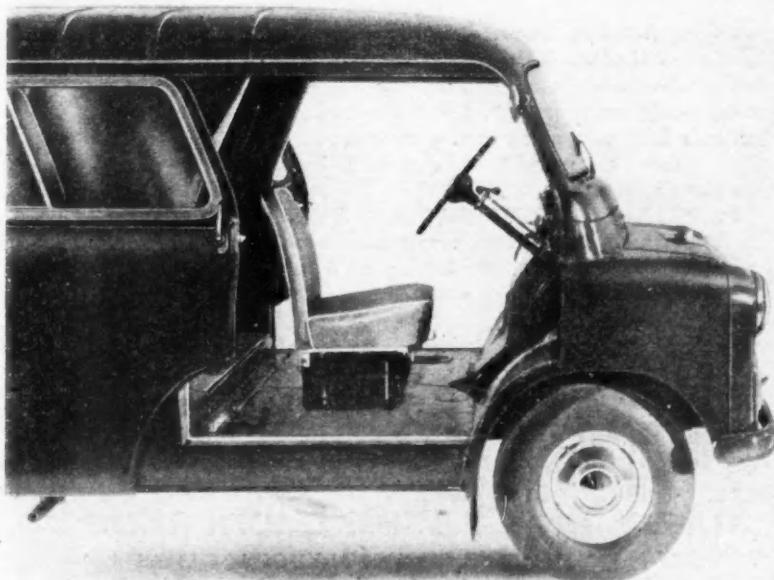
Diesel engine £125 extra.

Factory finished colours (5 choices) £15.10s. extra.

Prices include spare wheel and tyre.

BETTER BUY BEDFORD

You see them everywhere



**EASY
“COME & GO”
FROM
EITHER SIDE**

**EASY
“REACH-BACK”
ACCESS TO LOAD**

Notice how the column-mounted change gives absolute freedom of access from either side.

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SAVES TIME SAVES MONEY

Tecalemit Automatic Chassis Lubrication takes complete care of the lubrication of your vehicles while they are out on the road. Regular manual lubrication is cut out, allowing longer time in service and consequently more payloads. And, of course, improved lubrication means minimum wear on bearing components, lighter replacement bills, reduced road shocks, easier steering, less driver fatigue and greater reliability.

The **TECALEMIT SYNDROMIC SYSTEM** — lubricates up to 80 points on the larger commercial vehicle. Pipe lines are in vibration-proof Tecalemit Nylon Tubing, which can be coupled directly to moving parts. Thoroughly tested and proved in actual service all over the world.

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T.718

Guide to British Diesels

FULL details of diesel engines manufactured in Great Britain and ranging in output from 1.5 b.h.p. to 24,000 b.h.p. are given in the fifth edition of the "British Diesel Engine Catalogue," published this week for the British Internal Combustion Engine Manufacturers' Association by Temple Press Limited, Bowling Green Lane, London, E.C.1 (price 52s. 6d. net, postage 3s.).

As it is four years since the last edition of this catalogue was published, numerous new power units are dealt with, whilst other features include a revised form of engine-specification table designed to make its use more simple for non-English readers. The catalogue is extremely well produced and generously illustrated, and is a valuable source of reference.—J.F.M.

Personal Touch in Transport

SPEAKING at the annual luncheon of the South Western Section of the Institute of Transport in Exeter last week, Mr. James Amos, president of the Institute, and chairman of Scottish Omnibuses, Ltd., said they were told by "our modern lords and masters" that transport must pay its way, and most people would take no exception to that at all.

There was not much doubt, however, that transport, in order to pay its way, had to be carefully approached so that operational units could be of a size in which personal managerial attention could be preserved.

"In other words, you must know your men. The company itself has also to keep in the closest possible touch with the public," Mr. Amos said.

New Companies

Hammonds Removal Service (Bexleyheath), Ltd., Cap. £2,000. Subs.: D. M. Graeme and P. G. Graeme, 61 Fairview Avenue, Gillingham, Kent. Sec.: D. M. Graeme.

Timperley's Coach Subsidiaries (Blackpool), Ltd., Cap. £100. Dirs.: H. Hackett and R. Hackett, 15 Palatine Road, Withington, Manchester 20. Sec.: R. Hackett. Reg. office: 123 Oxford Road, Manchester, L.

Riverside Garage (Market Deeping), Ltd., Cap. £2,000. Dirs.: S. W. J. Edwards and S. M. Edwards, 68 Church Street, Market Deeping. Sec.: S. M. Edwards. Reg. office: Stamford Road, Market Deeping.

Lowe (Paddock Wood), Ltd., Cap. £1,000. Dirs.: E. J. Lowe, E. M. Lowe and A. F. Lowe, 35 St. Andrew's Road, Paddock Wood. Sec.: E. M. Lowe. Reg. office: 35 St. Andrew's Road, Paddock Wood.

Lincoln Commercials, Ltd., Cap. £2,000. Dirs.: L. A. Wilson and B. Wilson, 5 Middle Street, North Hykeham, Lincoln. Sec.: H. Williams. Reg. office: 77 Moor Lane, North Hykeham, Lincoln.

A. F. Beal, Ltd., Cap. £10,000. Dirs.: A. F. Beal and E. Beal, 10 Tividale Street, Tipton. A. Beal, Sec.: E. Beal. Reg. office: 10 Tividale Street, Tipton.

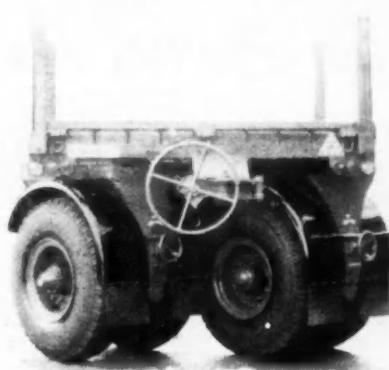
Equipment Carriage, Ltd., Cap. £250. Dirs.: J. R. Gregson and S. M. Gregson, 147c Queens Drive, Putney, Bedford; D. J. Perkins, 42 Larkway, Brichill, Bedford. Sec.: J. R. Gregson. Reg. office: 59/61 Harpur Street, Bedford.

R. A. Mathews (Haulage), Ltd., Cap. £100. Dirs.: R. A. Mathews, 28 Middleton Avenue, Hove, B. W. Powell, 40 Bowes Hill, Rowlands Castle. Sec.: B. W. Powell. Reg. office: "Letcombe House," Horndean, Hants.

Reliable Haulage, Ltd., Cap. £100. Subs.: S. H. Lucas and F. A. Dean, 6 Surrey Street, London, W.C.2. Sec.: S. H. Lucas. Reg. office: 6 Surrey Street, London, W.C.2.

Davis and Cannon, Ltd., Cap. £500. Dirs.: T. J. Davis, 26 Clayton Crescent, Brentford, Middx.; C. V. Cannon, 19 Richmond Road, Twickenham, Middx.; L. G. Flintham, Flat 3, 75 High Road, London,

A feature of two new 19-ton two-axles-in-line suspension bogies supplied by Cranes (Dereham), Ltd., to British Road Services for carrying long indivisible loads of up to 35 tons is that the pairs of wheels can be steered through 40°. The bogies are fitted with hand-steering mechanism, and two crane ball-bearing turntables are incorporated. Michelin Metallic G.20 tyres and Girling 15½-in. x 6-in. brakes are fitted.



Bus Pay Demands Presented

From our Industrial Correspondent

LEADERS of the municipal and provincial company busmen made a surprise move last week in their claim for higher pay and better conditions. Instead of awaiting the outcome of last Friday's talks between London Transport Executive and the London busmen, they dispatched their claims to the two negotiating bodies, the National Council for the Omnibus Industry and the National Joint Industrial Council for the Road Passenger Transport Industry.

The claim reached the N.C.O.I. a day before they were due to discuss a series of other improvements in working conditions. The employers therefore suggested that the council should adjourn for both series of claims to be considered together.

Both sets of employers were presented with the same set of demands—a "sub-

stantial" increase in pay, and time and a half for Saturday work.

It is also largely the same claim as that presented by the London men, and already rejected by the L.T.E. Friday's meeting was by way of a second attempt to wring some concessions, despite the pay pause. So far, all the L.T.E. representatives have been prepared to offer is a "scarcity allowance" for drivers and a joint committee to investigate the possibility of reducing week-end working.

Meanwhile, drivers and conductors at Hornchurch L.T.E. garage have threatened to strike on Christmas Eve and Boxing Day over schedules, which, they claim, would mean longer working. The schedules were agreed by a negotiating committee of busmen, but London busmen have long argued that Christmas working should be voluntary.

If the Hornchurch crews persist, other garages might join them. The whole question is likely to be thrashed out at a busmen's delegate conference next Monday.

Licensing No Cure-all

AFTER nearly 30 years of operation the goods licensing system had still failed to achieve the state envisaged by its sponsors, said Mr. W. Farnorth, at the December meeting of the Institute of Traffic Administration at Manchester on Monday. The drift of traffic from the railways had continued, there was severe competition within the industry and bad clearing houses were still in existence. The C licensees continued to hold the dominant position in the industry.

The value of the licensing system in sustaining the goodwill of the individual business was stressed by Mr. J. Backhouse who reviewed its advantages from the angles of the public, hauliers and the customers. Discussing the working of the plan, Mr. Backhouse agreed that the tendency was for a closed shop to be created, a situation about which there were bound to be differences of opinion.

UP ON SUNDAY

INCREASED fares for Aberdeen City Transport were granted last week, with effect from Sunday.

No Need to Fear Streamlined

By W. HIGHAM REID

THE Government's Bill to strip the railways of their administrative burdens, to give them what is thought to be a more realistic form of management and to remove the shackles of the protection of the public against a one-time monopoly transport system, had barely passed its second reading when whimpers of the awful consequences to road transport were being heard. There has been no time for them to become anything stronger but sufficient for the believers in free enterprise to see doom in their own doctrines when it is put into the hands of their competitors. Where does road transport stand and where should it stand, in the consequences of its own creation?

The chief cause of the decline of the railways is the internal combustion engine. What was once a monopoly has been eaten away by the skill and development of what was, until recently, an ever-expanding constituent of the economy . . . the motor industry, private and commercial. The national benefits that have grown from that development are never set-off against the mounting railway losses as a credit, so that the fortunes of the railways stand out in ignominious conspicuousness. The railways, once the entire transport system of the country, are now only part of it, an uneasy co-existence with road transport which, so far as freight is concerned, means a share amounting to something less than half of the surface-carried traffic.

In a sentence, so to speak, the railways, since the thirties of the last century, gradually attracted most of the traffic from other facilities and now are experiencing the very same treatment themselves. There is no need for apologies or qualifications on anyone's part, but the commercial user of the roads cannot stand by and say that his preferences are not responsible for the position of the railways today.

Same Pattern

The pattern has been the same throughout the world and because of the mass and tangle of the statutory background of the railways, attempts to arrest the bleeding have lagged behind by a decade at least, while the free enterprise permitted to both public and private carriers, A, B and C licensed transport, has gone from strength to strength and still shows no sign of anything but an upward tendency. The wind has been set fair behind them, save for the few years between 1947 and 1953. Very nearly 50 years of solid road transport development accompanied by a corresponding decline in the fortunes of the railways.

With such a handsome start in life, it ill becomes the beneficiaries in middle life to bemoan a very much belated dose of adrenalin to a well-nigh expired competitor who has been strangled by the processes of his own early prodigy. Better far, perhaps, to study and profit by the lessons of commercial life.

To most people born since the turn of the century, the seeming legalistic rigmarole that surrounds everything that touches upon the railways is neither understood nor comprehended in its consequences. There is a happy reference to some sort of rate tape somewhere.

The truth is that the railways with their fantastic growth in the mid-nineteenth century . . . a growth by no means less rapid or remarkable than the internal combustion engine revolution of our own times . . . acquired such powers by statute that the same means had to be employed to protect the public from all the possible excesses of a monopoly.

p12

Our disadvantage is that, not having lived in those times, comprehension and appreciation is made almost impossible. The whole body of law governing rates and charges, the common carrier and the rights and duties of a railway system, grew up in a century of tremendous transport development very nearly from pack horses to fast freight trains. The public had to be protected from all the obvious evils that sprang from such money-spinning powers.

The law is turgid and slow moving, often a quarter of a century behind its times, if time is measured by public opinion. The railway management and administration may be accountable for 10 of them, perhaps more, through its shuttle-cocking committee cogitation producing facts that are out of date by the time their analysis has been interpreted. This, of course, is to some extent true of non-nationalized industry but in none that I have discovered has the process progressed to the pinnacle of perfected uselessness that it has in the railways.

Protecting the Public

It would have been no worse than it is in private industry, had the railways not to carry this century-old burden of recording everything, in case from some obscure and perhaps forgotten statutory requirement they would either have to answer to Parliament or appear in some action against themselves. The railways always panic to a question in Parliament in the same way that the Ministry of Transport does.

All this, then, is done in the spirit of the protection of the public and very necessary it was during the greater part of the time that was both applicable and effective. The trouble started when the monopoly crumbled and the protection of the public was no longer necessary in quite the same ways. The public is protected now by the competitive co-existence of the road transport industry. So long as there is competition the monopoly is dissolved in it, but the burden of the statutory protection of the public interest is insoluble in anything except new legislation.

When competition is free the competitors must be on equal terms. The public interest now is not that the railways shall be fettered but that they shall be as free as the road transport user whether he is a public carrier or a C-licensee. The public wants and needs the cheapest transport that it can get, consistent with the best service that is reasonable. The principle is not alien to the views of the manufacturer, who is usually a C-licensee as well. He wants cheap transport no less than the public in general.

Legal Red Tape

But the buyer of transport, whether of vehicles for his own use or of the facilities of other carriers, will not get the best and cheapest of alternatives if they are enmeshed in a century-old dusty web of so-called legal red tape. The Transport Bill is doing something to that end.

It is enabling the railways to do what any other trader would wish to do, to run its business in the manner most likely to achieve profitable results. The burden of the cost of sustaining unwanted services has not got to be kept alive and become part of the charge of freight movement for the manufacturer to pay. His need is that the traffic carried for him shall be at the cost of its movement, not that figure plus a tax for his unwished-for share of an unwanted service.

Obviously, in turning away traffic that is unprofitable the railways will cause some irritation to some traders and for that matter, to some hauliers too. But "traffic

Railways A Period of Competitive Equality at Last?

"creaming" has been the unquestioned right of every sender and will continue until this Bill becomes law. Then it will have to stop. The railways will then be able to pick and choose just as the trader and the road haulier have done. Let us hear no pecking whimpers now that all of us are in the same happy position of being able to accept or to refuse when the dirty, the bulky, the small, the remote or the quite unreasonably uneconomic delivery comes along.

Inhibited and Unimaginative

The competitive position of the railways has been so weakened by burdens that it has become inhibited in the spirit and character of the organization. This in turn has provided excuses for unimaginative thinking and an obsession against the causes of it. Over the years, the most commonplace comments and assessments of the railways' road competition have been constantly in the annual reports and one suspects that far too much time has been wasted upon excuses rather than on effective contemplation of its competitive resources.

The providers of road services should not then begrudge the passing of the days of unequal competition but welcome them, first as a possibility of providing new, better and cheaper means of the movement of certain classes of traffic between places chosen by the railways. Secondly, it will force the road transport industry as a whole to reappraise the national facilities and perhaps produce a pattern of operation better than anything that exists now. There is a great deal of wasteful operation today amongst all classes of road operators. The streams of traffic released by the abandonment of the common carrier obligation of the railways may fill in gaps or create them. It may make for better two-way loadings or may not. It may create a need for more licensed tonnage for hauliers and more C-licensed vehicles for the ancillary user. It might even force the C-licence operator to want fewer. It is all in the melting pot for a reboiling, sublimation and clarification.

One apprehension seems to be the continuing likelihood of the railways being ever-present in the traffic courts to prevent carriers' licences being increased. No doubt they

will, but this must be to a decreasing extent and to even less effective result. Their abandonment of the common carrier obligation will make it extremely difficult for them to fill in their forms of objection with the past certainty of the provision of existing facilities whether used or not. They will never be able to assert that any particular traffic will be accepted. Their court clerks will never be able to know what their station masters at the goods depots will be doing from one day to the next. On one, they may accept a consignment of 500 cubic feet to the ton, on the next perhaps not. Altogether, the railway witnesses at these public inquiries will find themselves in an intolerably embarrassing position. Not so the railways themselves, for in their joy of being able to pick and choose they will be in the happiest of uncertainties. They will even be able to do something for one customer but not do it for another. In the end, the railways may prefer to invest their large traffic court expenditure in something less unprofitable.

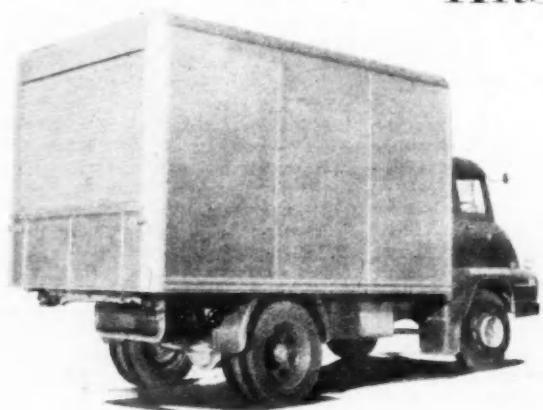
Adopting Railways' Orphans

On the other hand, every traffic abandonment by the railways will cause a road adoption of the orphan which, in itself, will be sufficient to make a *prima facie* case for a haulier to get more vehicles even though he might have preferred the railways to keep the traffic.

Road transport may be in for a difficult time, whether it is provided by manufacturers or traders themselves or by public carriers, yet the solution of the railways' problems could benefit them all. The fact that the discovery of a solution by the railways will cause a problem for road transport is no cause to whimper but to meet the changing pattern of demands with the enterprise of the past. Merely to take the place of the railways and fear the likelihood of unfair consequences or competition from them now that their turn has come, would make it seem that road transport is not so secure in its own self-confidence as might be supposed. That cannot be true.

The final answer must inevitably lie in the provision of the best possible service. There seems to me to be no reason to believe the railways will do any better on this score than they have up to now. Road will still be best.

New Range of Body Kits



DEVELOPED in collaboration with Alcan Industries, Ltd., a new range of four Altrasec light-alloy body kits is offered by Alloy Transport Sections, Ltd., 24-30 Clement Street, Birmingham, which are based on standard sections designed for ease of assembly. With a common width of 7 ft. 4 in. and height of 6 ft. 6 in. the bodies are available in lengths of 12 ft., 14 ft., 16 ft. and 18 ft., with capacities of 530 cu. ft., 620 cu. ft., 700 cu. ft. and 800 cu. ft., respectively, and are suitable for payloads up to 8 tons. The kits are marketed at a highly competitive cost.

Basic body features include extruded main frame members, front end and roof, exterior panelling, rub rails and floor cross-bearers, the last-named being available as medium-duty or heavy-duty members. Underframe longitudinal members are supplied to suit users' requirements, and optional extras include floors, wheelboxes, full-length rear doors, roller shutters, standard doors and tailboard, side door, canvas curtains and interior linings. Alternative types of aluminium floor are available and also hardwood and softwood timber floors. Bolts or rivets are used throughout the structure.

Based on standard sections and designed for ease of assembly, Altrasec body kits are available in four sizes. The body shown is mounted on a Thames Trader chassis and is equipped with roller shutters at the rear.

The ECONOMICS of HAULAGE

THE vital contribution to the national economy made by transporting goods by road was the theme of the 17th Henry Spurrier Memorial Lecture delivered to the Institute of Transport in London on Monday. The author was Mr. P. S. Henman, M.Inst.T., who is chairman, Transport Development Group, Ltd.

Under the title "The Economics of Goods Transport by Road," Mr. Henman dealt comprehensively with the road haulage industry in its dual task of serving the community and making a proper return on the capital employed in its undertakings.

The basic yardstick of efficiency was profitability, Mr. Henman insisted, and added that this yardstick had not only affected the growth of the haulage industry and pattern of development but also remained a compelling and energizing force. It ensured the community an efficient, competitive transport service at a reasonable price.

But if the industry was to maintain its supremacy, even though the pattern was changing markedly, its structure must remain such that the competitive stimulus continued to do its work. Moreover, the close relationship between the haulier and customer, which was the great strength of the industry, must be preserved.

The importance of costing could not be overstressed, declared Mr. Henman. Armed with this knowledge it was then possible to ensure that services were provided without waste and with effective use of capital employed. The yardstick of profitability must be regularly and continuously employed whether the proprietor was shareholder or tax-payer. There was no other sure guide.

Disastrous Confusion

It was little short of a national disaster that in some fields of transport operation the pre-eminent requirement of profitability had been overridden in a welter of cross-subsidization. There was a vital need to make every employee in transport cost- and profit-conscious.

In tracing the growth of road haulage Mr. Henman pointed out that there was no field of activity into which it did not enter. In addition to offering door-to-door services over all distances, it acted as an ancillary to practically all other forms of transport, being indispensable for terminal services at docks, wharves, railheads and airfields.

Because there might be advantages to a trader in having his own vehicles, public hauliers had to quote rates showing a substantial saving as compared with the trader's own costs. The haulier could only do this if, by greater use of vehicles, he could reduce the cost of his overheads

p13

per mile and obtain a better load factor. Moreover, the size of the haulier's operation might make it possible for him to obtain supplies on favourable terms.

In comparing ancillary transport and professional haulage Mr. Henman said it was important to keep the picture in perspective. The vast majority of C-licence vehicles consisted of small vans engaged on local deliveries. Long-distance transport was almost exclusively the sphere of professional hauliers, and traders who operated maximum-load vehicles did so mainly because special types were required for their particular businesses.

Increasing Rigidity Deployed

Adaptability was another important feature of road haulage and it was easy to divert vehicles from one area or route to another if traffic were more plentiful. Much of this diversion came about naturally through the sub-contracting of work from one haulier to another. It was a natural objective of a haulier to have slightly more traffic than his vehicles could handle and to rely on fellow hauliers if over-committed. These activities produced a free market for haulage services of great benefit to the consumer. For that reason the increasing rigidity which was being introduced into the goods vehicle licensing system was to be deplored.

The road haulier was subject to the activities of his own customers, operations of fellow hauliers and competition of alternative methods of transport. This intensity of competition, Mr. Henman claimed, meant that economies in operating costs were rapidly passed on to the consumer.

Another factor which affected the outlook of the haulage operator was the way in which his expenditure varied relative to work performed. In a long-distance fleet a typical apportionment expressed in percentages could be:—driver's wages and expenses, repairs, tyres and fuel 61 per cent., depreciation, licences, insurance and overheads 29 per cent. and profit 10 per cent. With a short-distance fleet, wages alone could approach 50 per cent.

A large ingredient of hauliers' expense was represented by fuel, tyres and spares. But the markets in these commodities were not as free from restraint as was the market for hauliers' services. Despite the activities of the Monopolies Commission and the Restrictive Trade Practices Court, hauliers would like to see much greater competition for their patronage between suppliers. In this sphere the small haulier was at a substantial disadvantage. So long as haulage remained an industry of very many small units, it would modestly prosper when

Profitability is the yardstick of efficiency, says P. S. Henman in Henry Spurrier Memorial Lecture

times were good, Mr. Henman claimed and would be more hard hit than most in times of depression.

Road haulage offered an essentially individual service. Whilst very few customers saw the engine, airline or ship's crew, some employee of all customers must meet the driver of the road vehicle which collects or delivers their goods. This personal contact was one of the principal advantages of road haulage over competitive forms of transport.

It was no coincidence that advertising rarely sold goods transport services. Traditionally, work was secured by canvassing and creating a personal link of understanding and confidence. The needs of transport users were infinite in their variety and could not be met by a uniform service, however efficient.

The individual who manipulated or operated a fleet was, or should be, the key figure in the organization, but his importance was frequently underrated. If he were relegated to the status of a clerk his whole function was debased. He should be the direct bridge between customer and driver.

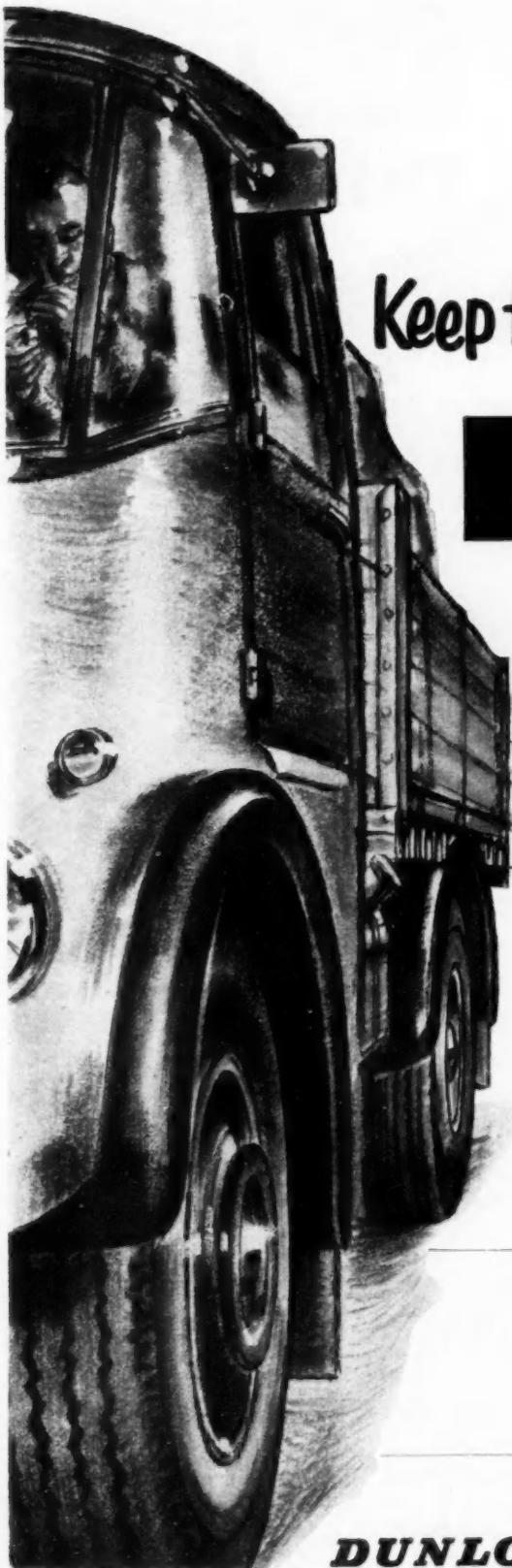
But the number of vehicles for which he was responsible should be limited. On dock collections, deliveries and intensive short-distance work, it could be no more than 20 vehicles. On trunk services it could be considerably more depending upon the type of traffic and extent of feeder services.

Optimum Size

Overall units should not be larger than would require two or, at most, three operators each concentrated on different aspects of the unit's service. This led to the conclusion that the optimum size of a general road haulage unit lay between 50 and 100 vehicles. This would be of sufficient size to support competent, well-paid executive and administrative staff, to have adequate fuelling and repair facilities, and to handle the day-to-day requirements of the larger organization. Few privately owned haulage concerns had, Mr. Henman added, grown much beyond this size.

There had been a progressive improvement in drivers' operating conditions and scope for improvement remained. In isolation drivers' basic rate of pay for 42 hours appeared to be low. In practice many employers made extra payments for a guaranteed minimum number of hours, but where this did not happen the driver organized himself so that payment had to be made for an 11-hour day. In many cases, with proper organization, the work could have been done in eight or nine hours and the driver could have enjoyed more leisure with the same income.

Labour in the industry was now much
(Continued on page 667)



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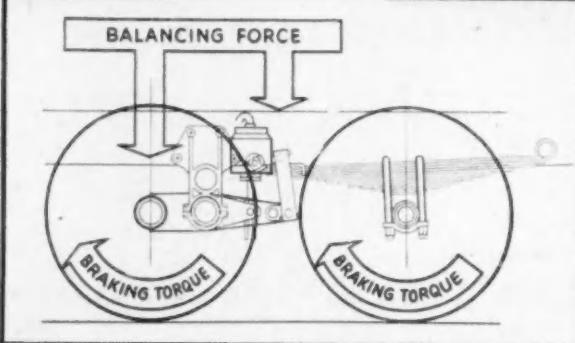
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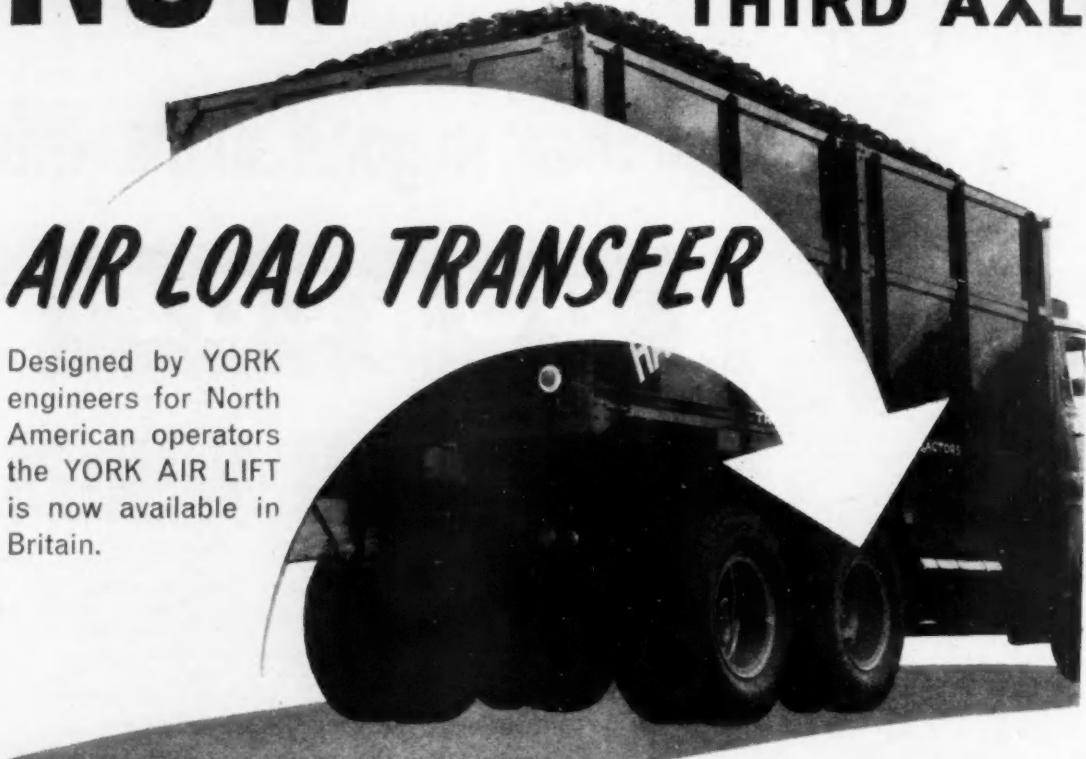
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(Continued from page 666)

more organized than before nationalization. Many private enterprise hauliers were now somewhat contemptuous of the old procedure involving "hire and fire." Younger men in management, who had had some experience of the nationalized undertaking, were bringing a more enlightened outlook to bear.

It was in the interests of road safety that the professional driver should be respected. Statistically it was known that a long-distance driver under 25 had a higher ratio of accidents, as well as increased vehicle maintenance costs, as compared with the more mature and experienced driver who had developed a sense of responsibility. The community would benefit by limiting employment on long-distance driving to experienced drivers who had attained the age of 25.

A survey of accident records showed that a large proportion involving goods vehicles occurred in the vicinity of the makeshift transport cafés which existed today. There would seem no reason why transport drivers, through their unions, should not set up a chain of good cafés and night resting places. It would not be unreasonable to expect financial assistance from employers, whilst the Ministry of Transport and local authorities could help in providing parking areas for commercial vehicles so that drivers could get adequate rest with their vehicles in safety.

On the managerial side, a knowledge of road transport could not readily be obtained from reading and economic studies. Practical application to day-to-day procedures and operation was vital, although a wide education was a desirable background. As the industry became more compact and larger groups of companies emerged, a security and opportunity for advancement would be afforded and a better calibre of managerial individual thereby attracted and retained.

Regarding licensing, Mr. Henman said that in the road transport industry there was a widespread feeling that in recent years legal interpretation of relevant statutory provisions had diverged very considerably from the main intention of licensing legislation. There was criticism that the issuing of B licences to solely professional hauliers was a distortion of the Act, as were recent interpretations of "normal user" provisions. In some areas hauliers had been punished because, due to changing circumstances, they had been unable to carry on doing the work they originally intended. It was pertinent to inquire if a reappraisal of the licensing system was not due.

The whole body of case law relating to objections to licences should be abolished, Mr. Henman stated, and a new beginning made.

A haulier's vehicle was not a status symbol as was a private car. It was a work horse and must earn its keep. Yet the cost of repairing minor accident damage, Mr. Henman said, was incredible. The manufacturer who would design a vehicle affording ease of maintenance and low cost of repair would be welcomed.

"Ban Through-goods Traffic" Says B.R.S. Chief

THE licensed operator should be limited to stipulated routes, for instance by-passing towns (where such roads have been provided) if his vehicles do not have to collect or deliver there. Issue of a carrier's licence could well depend on the provision of adequate premises from which the transport could operate. These two revolutionary suggestions were made last Friday by Mr. T. G. Gibb, chairman of British Road Services. He was giving a paper, "The public carrier in Great Britain," to the Northern section of the Institute of Transport in Newcastle.

Although the pattern of transport had remained constant for the past 25 years, said Mr. Gibb, the detail had undergone remarkable change. Private transport, a completely new factor, had emerged. The unsettled state of transport generally since 1948, particularly on the political front, had no doubt stimulated this remarkable growth. But there was little evidence to suggest that the trend would have been any different had the ownership of the major part of the nation's transport network not been an issue.

"Do-it-Yourself"

How were all these changes going to govern the pattern of transport? Industry was dispersed throughout the land and depended on transport as the connecting link. Was it likely to be satisfactory to allow a public transport system, road or rail, to slide into disuse merely because a percentage of the users wished to adopt a "do-it-yourself" policy whenever it suited them?

The country was now wanting the best of all worlds, and this was something that could only be had at an unreasonably great and unpayable cost.

What was apparently wanted were frequent, fast trains between all points, bus services giving frequent service between every town or hamlet, and an unlimited supply of road haulage to take any consignment anywhere at a moment's notice. But all these facilities were to be used only when the family car was not available, or the trader's lorry was otherwise engaged.

On Tap

At the same time it was reiterated that these services, which must be there on tap, must also pay their way while, again, if public opinion was to be the criterion, their charges were already exorbitant and any suggestion of increase must be fought off like the plague.

It was not his intention, said the B.R.S. chairman, to argue that there should be limitations on the individual, whether person or firm. It would be a sad day if anyone were prevented from running his own car or lorry in his own interests. But everyone should know and understand what was happening and

what, in the majority view, was desired to happen.

As an industry grew; some law and order must be achieved, and it was clear that the carrier by road must be prepared to accept some rules which ought then to be obeyed.

Road congestion had become a major problem. It seemed reasonable to suggest that a licensed operator should be limited to the use of such routes as would enable him to transport his goods from point to point. For instance, the by-passing of towns, wherever by-passes have been provided, should be enforced on all those commercial vehicles not having to collect or deliver within the town concerned.

The restriction should be imposed through the holding of a carrier's licence. The issue of a licence could well depend, not only on there being a need for transport but also on the provision of adequate premises from which that transport would operate, so that each carrier would have to be self-supporting and not reliant on public places in which to conduct his essential work.

Conversely, carriers should then expect a reasonable return to conditions in which they could perform their duties. Roads were built for the movement of goods and passengers, not as car parks. There was a need to get back to this basic thinking. The great problem was not so much road v. rail as public v. private.

Regulation Reasonable

Today, could anyone seriously maintain that, with such an availability of private transport of all kinds, some regulation of fair competition between rail, road and water was not reasonable? How else could the industry, and particularly the road haulage industry, attain a satisfactory standard of service to the public combined with good employment for its workers?

To say that a licensing system should be preserved was not to say it should remain unaltered. There were grounds for thinking the original law had become too exacting. An A licensee, fettered with limitations (particularly those relating to normal user), was hardly a general carrier any longer. As the industry sorted itself into larger units, licensing to an exact weight based in an exact spot would seem to be both burdensome and wasteful. Alternatives there certainly were, and the system seemed to be well overdue for revision.

Carriers would continue to develop their own wares and make them even more attractive, but they would not be able to do so if they were neglected and treated as an occasional convenience. In the end, it must be in the interest of the public itself to make full use of an industry which comprised one of its most valuable assets.



This Alexander-bodied Leyland Royal Tiger was another conversion from bus to coach, and is seen outside the Palace of Holyrood House, on the "Castle, Cathedral, and Palace" tour.

By
Ashley Taylor,
A.M.I.R.T.E.,
Assoc.Inst.T.



A director of the Junior Chamber of Commerce, Mr. D. M. McGlynn, of the Westfield Autocar Co., Ltd., has been the scheme's "king-pin" for the past four years.

THE Edinburgh Festival, held in the latter part of August and early September each year, is an international gathering which provides opportunities to enjoy music and other forms of art, to see a military tattoo and perhaps to participate in tours of the Scottish countryside. But all of this might sometimes leave the more thoughtful visitor wondering whether Scotland's capital has any significant function other than catering for the tourist. For many years Edinburgh Corporation Transport Department has excelled in providing city tours which must go a long way towards satisfying the holidaymakers' interest in their historic surroundings.

Less well known is the fact that Edinburgh is, during the Festival, well organized to show something of the inside story of its industrial activities. The demand for planned industrial tours within the three-week period is

Edinburgh's Industrial

considerable, but those providing this introduction between local industry and the world at large must needs gang warily for there is good reason to fear that the response might easily become overwhelming.

When I started to examine the work that has been done in this connection I discovered a remarkable thing. The only road to success, even when arranging the most attractive visits to local commercial undertakings, is to lay on a bus or coach. Apparently on the one occasion when the public were offered an interesting tour that started only 200 yd. away from the normal meeting place, there was an extremely chilly response. To draw the public it has to be a coach trip or nothing, so daily throughout the Festival some of the white Edinburgh Corporation touring coaches co-operate in carrying out a programme that presents local industry to people of many nationalities.

In general, the success of the industrial tours programme at Edinburgh suggests that there can be few more popular ways of spending a spare afternoon than watching other people at work. This seems to be a point which could well contain a lesson for many municipal undertakings that are less fortunately placed in the matter of visitors than the Scottish capital for, taken over the season, quite a number of the passengers turn out to be local residents.

The whole idea was started up some nine years ago when the European Congress of Junior Chambers of Commerce was paying an official visit to the city, a series of special trips then being arranged so that something could be seen of local industry. In this way some 18 typical Scottish



This Albion Aberdonian with Alexander all-metal body was converted to a coach after initial operation as a 45-seat bus.



Edinburgh Transport's tours of the city start near the Scott Monument in Princes Street. The Leyland-built bodies on these Royal Tigers have been converted by the transport department from rear-entrance buses to front-entrance coaches.

Tours Attract Capacity Loads

business or national enterprises are now annually projected before interested visitors.

The organization of this aspect of the Festival activities is in the hands of the Edinburgh Junior Chamber of Commerce, the service licence being acquired and the buses being supplied by the city's transport department. Scottish Omnibuses, Ltd., comes into the picture with coaches for those tours running outside the municipal boundary, such as that to Queensferry to inspect construction of the magnificent new Forth Road Bridge, or to the Distillers' Agency Ltd.

Responsibility for running the coaches remains with the corporation who charge a flat fare of 3s. for all such trips, there being no financial obligation on the Junior Chamber of Commerce on the score of transport. The actual running of the scheme is undertaken by the Chamber; the organizer, who has been the plan's "king-pin" for the past four years, being Mr. D. M. McGlynn of the Westfield Autocar Co., Ltd., one of the directors of the Junior Chamber. He is the one who must first find about 15 companies each year who are willing to show substantial parties around their establishments and who have processes that are both interesting and easily understandable to the general public.

When the programme for the season is complete the bulk of the organizer's work still remains to be done. There is liaison with the companies concerned to settle details of arrangements that are to be made, one proviso being that the time spent within the establishment shall be around 1½ hours, thus fitting in with the general plan of the pro-

gramme, which is based on daily departures at 2.30 p.m. prompt and an overall trip time of 2½ hours.

Volunteers must be found from among the Junior Chamber members to provide a guide for each vehicle and, nearer the time, publicity material must be circulated to the main city hotels, and advertising arranged. The matter of publicity is of great importance since the scheme is especially directed towards people who will be making only a brief stay in the district. Seats are bookable without immediate payment a week in advance of each tour, every endeavour being made to give the co-operating companies an accurate forecast of the numbers to be expected.

As will readily be appreciated, both the Chamber and the individual concerns regard each passenger in the light of a V.I.P. so the organization aims to avoid any rush of unheralded visitors who might dislocate the arrangements. Thus the programme is planned on the basis of one coach per tour, there being a single tour on Mondays, Tuesdays, Thursdays and Fridays with two on Wednesdays. A high loading factor is achieved, but to avoid disappointing any last-minute arrivals cars are occasionally employed to help out when the allotted coach is full.

Industrial bus tours carried out by Edinburgh during the past season have included in their destinations W. and M. Duncan and Co., Ltd., chocolate and confectionery manufacturers; McVitie and Price, Ltd., biscuit makers; Drybrough and Co., Ltd., brewers; A. W. Buchan and Co., Ltd., pottery manufacturers; T. Wall and Sons, Ltd., ice cream manufacturers; the Royal Blind Asylum and School, where

bedding, brushes, cane furniture and knitwear are made; Melroses, Ltd., tea and coffee merchants; Wm. Crawford and Son, Ltd., biscuit manufacturers; the Leith Dock Commission with its harbour works; Munrospun, Ltd., knitwear and hosiery makers; also the Edinburgh Crystal Glass Co., Ltd.; Scottish Brewers, Ltd.; the Distillers' Agency, Ltd.; and the Forth Road Bridge. Whilst a certain number of changes occur from year to year, some of the undertakings concerned have co-operated in the scheme since its inception.

Picking-up point for the industrial trips is Waverley Bridge, immediately off Edinburgh's famous Princes Street, a spot which is well known to visitors, being the departure stand for the corporation's extremely popular sightseeing excursions. Whilst posters in the city advertise industrial visits in general terms, corporation officials are always available in the vicinity to deal with inquiries from prospective passengers regarding the establishments to be seen on any particular day.

At 2 p.m. the representative of the Junior Chamber of Commerce allotted to the particular occasion will be waiting at Waverley Bridge to see his passengers settled in the vehicle. Normally 15 minutes are allowed for the outward journey during which the guide on the bus explains the programme and generally puts his party in the picture.

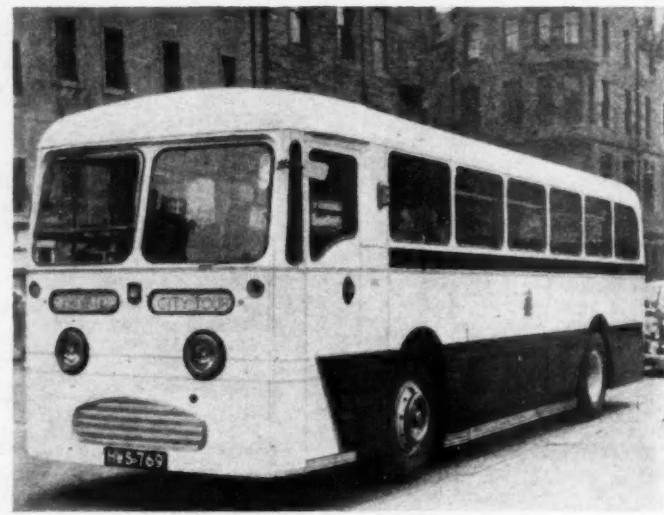
At the destination he hands over to the hosts, helps them to divide the bus load into suitably sized parties and follows round to assist in keeping things moving and in gathering in any stragglers. Unless there is good reason to the contrary, the guide will ensure that the driver of the bus is included in the party going round the factory, not only with the object of securing his goodwill but also to give him some background information in case he should in future need to deal with inquiries from holidaymakers in the city.

Volunteer Guides

Much of the success that has attended the industrial tours plan must be ascribed to the good work put in by the Junior Chamber's volunteer guides. After a works tour has been completed and any publicity material or souvenirs distributed, the guide will thank the representatives of the company in front of the party before shepherding his charges back to the bus.

The vehicles employed, normally being of the touring class, are fitted with amplifying equipment and the return journey is extended so as to constitute a short sightseeing tour. For this reason the corporation issues a fully detailed route to the drivers for each visit.

Before the season's programme is drawn up, the Junior



Among the modifications carried out in converting the Leyland Royal Tiger buses to coaches were the use of more luxurious seating, a hinged entrance door and re-positioning of destination indicator boxes.

Chamber gives very careful consideration to the detailed reports that have been submitted by its guides on the previous series. The representatives concerned will explain whether a visit was of interest to both men and women and whether the main group was adequately split up for the works tour.

As anyone who has been responsible for such facilities will know, one of the difficulties liable to arise is that the noise of running machinery may drown a factory guide's explanations and the Chamber's representatives are specifically asked to comment on this matter. From some of their reports it is clear that hand amplifiers are coming into increasing use on these occasions and in this way the problem is being overcome. Sometimes the representatives' reports urge that longer time should be allowed for the inspection of particular establishments, the party having found that they had to hurry past some of the more interesting processes.

At one time or another practically every principal nationality seems to have been represented among the passengers on the industrial tours although Americans are recorded as being outstandingly keen on this facility. Having sampled the scheme once during a Festival, visitors quite often appear again the following week or perhaps even the following year.

In the main the operational story is one of consistent capacity loads and of occasions when, regrettably, many people have had to be turned away. There is no doubt that the service provided by the Edinburgh Junior Chamber of Commerce, in conjunction with the Corporation Transport Department, has helped to fill in much important detail in the image of the Scottish capital that is carried away by the discerning tourist.



This Leyland-M.C.W. Olympic was also converted from a rear-entrance bus to a front-entrance coach.

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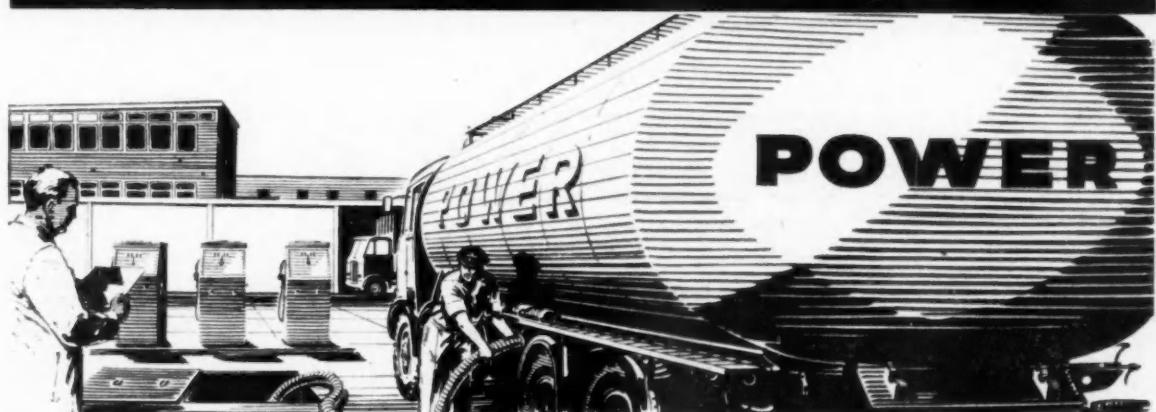
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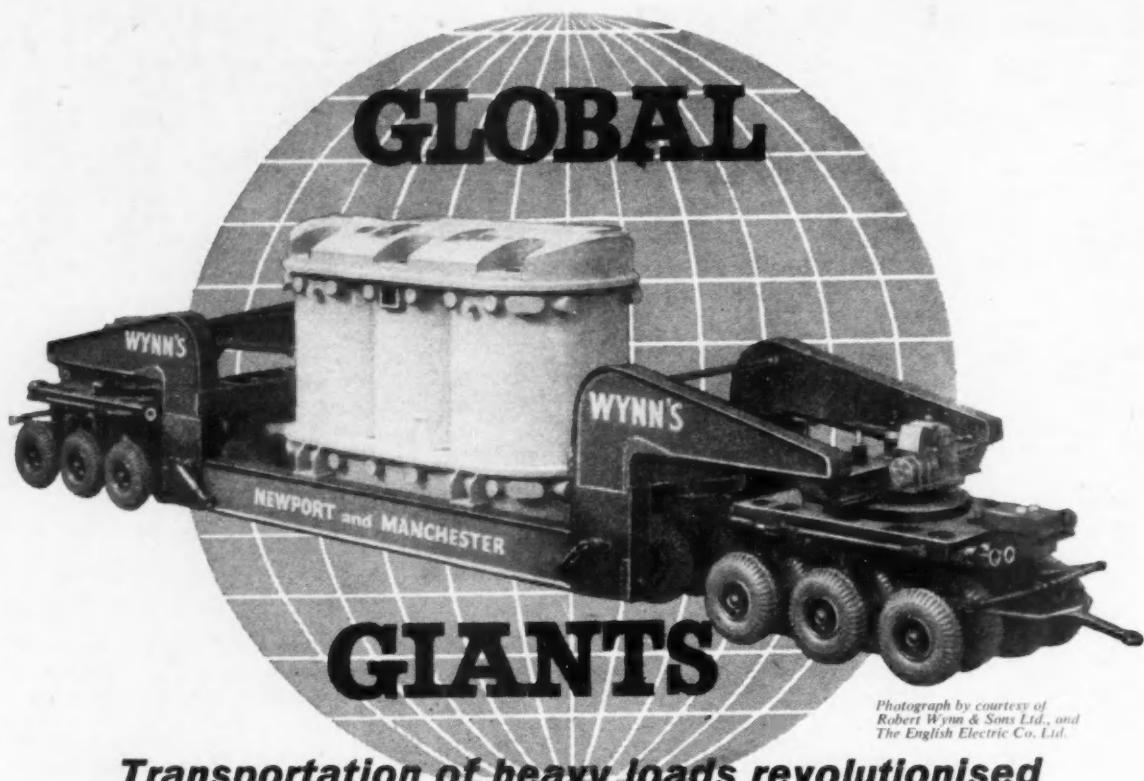
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COMMENTARY

by JANUS

TOUGH LEGEND

SYMBOLS often have a longer currency than the things they represent. In fact, they may develop a life and a usefulness of their own. For example, the secretary-general of the Road Haulage Association, Mr. G. K. Newman, has recently said, cautiously enough, that the day of the small, rugged individualist in the road haulage industry may be beginning to fade. At a time when, for a variety of reasons, a number of profound changes may be expected, the statement is opportune. The promise and the challenge of the future may seem nebulous unless there is something with which to compare them, and the image of the small, rugged individualist provides just such a basis.

It is arguable whether the image corresponds, or has ever corresponded, to reality. In the early days of road haulage, immediately after the First World War, there may have been some remarkably rough diamonds with no use for their fellow operators. The evidence for their existence is not strong, and in any case they either went out of business or established at least some degree of co-operation. The extent to which hauliers work together has, or so it would seem, been consistently played down both by their supporters and their opponents.

Whether this is so or not, the symbol of the small and rugged man has proved potent and enduring. The entire licensing system created in 1933 is a monument to it. While the railways were complaining bitterly of the havoc caused by the rough and independent pioneers—one railway spokesman coined for them the magnificent Victorian description of a "disorderly rabble"—the actual representatives of the hauliers who gave evidence before the Salter Committee seemed to be well organized. It is true that they also tended to accept the railway picture of a horde of lawless operators cutting each other's throats beyond reason, but it could also be said that hauliers have redrawn the same picture year after year subsequently, and may well continue to do so for another 30 years.

THE symbol played its part in shaping nationalization. The assumption of the Labour Government was that they were bringing order out of chaos. By the time they had realized their mistake, it was too late to admit the fact. Oddly enough, they feared the image of the unorganized haulier that they had conjured up, while pretending to despise it. In so far as he remained independent, they insisted that he must keep within a radius of 25 miles. So closely were they following their own legend that, or so it would appear from their recent public statements, they overlooked the growth of the C-licence holder.

Trade and industry were not completely emancipated from the myth. When the time came for denationalization, they too readily accepted the contention that independent operators could never provide an organized service to match that of British Road Services. The hauliers may unwittingly have contributed towards this conclusion and become the victims of their own propaganda. They were understandably anxious to prove that the small, rugged individualist, that the Labour Party had set up as an image and then demolished, was better in every way than the State-owned monolith that the Party substituted.

Inevitably, the sterile quarrel precipitated by nationalization gave the legend a new lease of life. It is evidently

still active, although it corresponds less and less to reality. Hauliers would be well advised to lay it to rest. While it remains in their minds, they are perhaps not able to see as clearly as they should what changes are taking place around them. They have no reason to object to these changes, but whether they do so or not, and however they close their eyes to the facts, the effects are bound to be felt through the road-haulage industry.

One way of plotting them would be to follow the course of events within the R.H.A. The founders of the Association in 1945 undoubtedly built a sound and workmanlike structure. All the same, they cannot have been unaffected by the concept of the small, rugged individualist, and much of their work was calculated to keep him within bounds. There was an impressively solid pyramid showing the steps from the rank and file member to the highest office.

The sub-areas are generally taken as the basic units, although even these are sometimes subdivided into districts. From sub-areas elections are made to areas and thence to the national council. The smaller executive committee of this body perhaps plays the most important part in conducting the affairs of the Association at national level, although ultimate authority remains with the national council.

THE essential strength and unity thus provided are plain to see. The structure was particularly valuable during nationalization, when there might easily have been a tendency for a less firmly based and interlocked association to fall apart. In an expansive situation such as is now promised to hauliers, the same structure may reveal not so much weaknesses as shortcomings. The average haulier, who has come to appreciate its advantages, may be too slow to accept changes. There are other hauliers, perhaps willing to take a more prominent part in R.H.A. affairs, who may find it difficult to accommodate themselves to the established chain of promotion.

One may expect to see gradual but significant changes within the Association. From the very first, the classical pyramid design was not found completely adequate. Additions had to be made, and the most important were the functional groups. Their institution was a tacit admission that certain types of operation called for special provisions, including representation on the national council.

At first the exceptions were treated merely as variations on the basic theme. The groups were to be like areas, elected from regional committees lower down the scale and appointing their own national representatives. The privilege of forming a group was guarded strictly, and restricted mainly to the operators of special types of vehicle.

Exceptions have gradually insinuated themselves. There is now an agricultural group for members serving a highly important national industry rather than using a specific kind of vehicle. There is a long-distance group, formed after denationalization, although the need for such a group was not apparent in 1945 when the Association was formed (when perhaps there were just as many long-distance operators as now). There is an international group consisting of members with a similar interest but not split up on an area basis. It may well be that one should look to the formation of new groups and of new committees within the R.H.A. for signs of the direction in which the road haulage industry is heading.



Reconciling Service with Cost

DESPITE its name the area of operation covered by Staffordshire Farmers, Ltd., comprises Shropshire, Derbyshire, Leicestershire and Rutland, in addition, of course, to Staffordshire. With headquarters at Wolverhampton, and the transport department located at Cannock, difficulties relative to labour supply and retention can prove more acute for this farmers' trading society than in more truly rural areas. Nevertheless, fleet expansion has continued alongside the overall expansion of the society, which now has total annual sales running at the rate of over three times those of the immediate post-war period.

In discussing with Mr. F. Wilkinson, general manager and secretary, and Mr. J. Birch, transport officer, how they resolve their distribution problems, Mr. Wilkinson says it is inevitable that members of a society such as theirs should expect a high degree of service from their own transport department. This was not always compatible with economic operation, and it was often extremely difficult to strike a fair balance between cost and service. Superimposed on this difficulty was the inherent problem of peak loads inseparable from seasonal agricultural traffics.

The overall transport policy, under the control of Mr. Wilkinson, is for Mr. Birch, as transport officer, to be responsible for the maintenance of vehicles. These number 206, of which 125 are commercial vehicles operated under C licence. This fleet is dispersed throughout the area, and each of the 19 branch managers are responsible for the daily operation of those vehicles allocated to them. There are four branches in Shropshire (Market Drayton, Trentham, Shrewsbury and Bridgnorth), five in Staffordshire (Wolverhampton, Stoke-on-Trent, Stafford, Lichfield and Tamworth), five in Derbyshire (Millers Dale, Chesterfield, Ambergate, Ashbourne and Hatton), four in Leicestershire (Acreford, Earl Shilton, Great Glen and Lutterworth) and one in Rutland (Duddington).

In addition to the stocking and sale of feeding stuffs, fertilizers, seeds and other agricultural requirements, Staffordshire Farmers also provide a bulk fuel service in conjunction with the Regent Oil Co., Ltd., and a tractor

(Continued on page 674).



Mr. F. Wilkinson (left), general manager and secretary of Staffordshire Farmers, Ltd., and Mr. J. Birch, transport officer, outside Wolverhampton headquarters.



A feature of the transport maintenance headquarters at Cannock is the electrically heated floor. Body-build and painting, in addition to chassis repairs, are undertaken (Below)

Meeting the Requirements of 9,540 Members is the Problem of the Transport Department of Staffordshire Farmers, Ltd., With Annual Sales Exceeding £4.4m.

By
S. Buckley
Assoc. Inst. T.

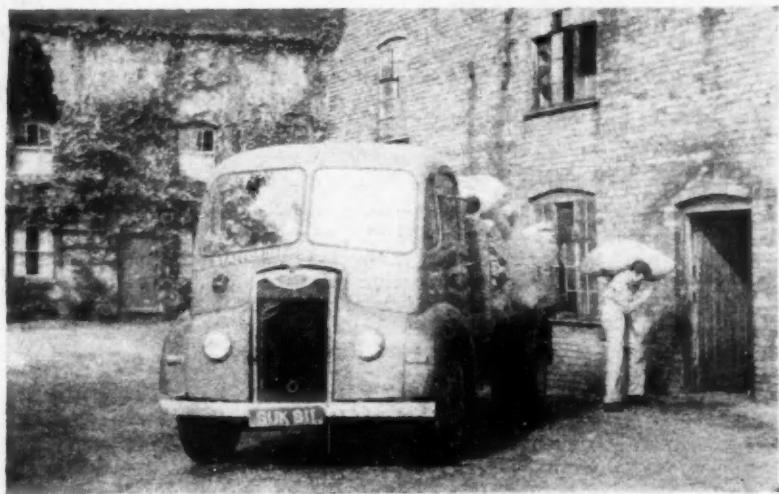
(Left) Tractors for the farm. This Guy Otter motive unit is here hauling a low loading semi-trailer built by the British Trailer Co., Ltd.



(Above) Bulk fuel distribution is another service provided by Staffordshire Farmers. This Thames Trader tanker has a 1,200 gal. capacity.

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(Left) One of 29 Guys operated by Staffordshire Farmers, this Otter is here engaged on grain delivery to a Cannock farm.

(Below) A David Brown tractor being run aboard a Bedford TK 5-tonner with low-loading chassis and 16-in. wheels. It has a 16-ft. platform and an under-floor winch.





The old and the new. A Bedford 12-cwt. van fitted with Pye radio control in rural surroundings at Saredon Farms, near Penkridge.

maintenance service in conjunction with David Brown Tractors (Sales), Ltd.

This wide variety of services supplied to their members is reflected in the range of vehicles operated by Staffordshire Farmers. In addition to 67 goods vehicles there are 14 tankers, 18 mobile shops, four special-type vehicles for the conveyance of tractors and 22 small vehicles in the 5-cwt. to 12-cwt. range.

The busy times for handling of feeding stuffs and seed grain are mainly during the winter months from September to April, whilst fertilizer deliveries are regulated to some extent by the weather. Feeding stuffs are collected chiefly from Liverpool and Manchester for branches in Staffordshire and Shropshire, from Manchester, Liverpool and Hull for the Derbyshire branches and from London for branches in Leicestershire and Rutland. Transport facilities also have to be available for the engineering department centred at Cannock, whilst machinery has also to be handled at Market Drayton and Ambergate.

How Many Reserves?

Because of the nature of their traffic and the dispersion of branches throughout five counties, it is extremely difficult to determine both the number of reserve vehicles which would be adequate and economic, and also their point of location. Two spare vehicles and one tanker are, in fact, kept at Cannock to meet any emergency that may arise in the overall delivery of feeding stuffs or fuel.

Having allocated the appropriate number of vehicles to each branch, it is up to the local manager to load and route his vehicles to the best possible economic advantage, as his branch will be subsequently debited with their operating costs. Nevertheless, as a branch manager is primarily a salesman there is an understandable tendency to put service before cost when the occasion arises to meet some urgent demand to deliver to a member's farm.

In this respect it is normal procedure for the Society's representative to call on members fortnightly, but to the detriment of economic transport operation a substantial number of telephoned requests for immediate delivery have to be dealt with.

This wide dispersion of vehicles into small groups also makes complications relative to efficient maintenance. The entire fleet is operated on the policy of one vehicle being permanently allocated to one driver who is responsible for washing and greasing. Should minor attention be required

to out-based vehicles prior to their scheduled visit to the transport headquarters at Cannock for the appropriate docking, this can be undertaken by the local agent convenient to the branch concerned on authorization by Mr. Birch.

There is an annual audit of the whole organization of Staffordshire Farmers, including transport, but for internal purposes Mr. Wilkinson tells me that they also keep strict branch accounts. To these latter accounts are allocated the appropriate amounts for fuel, motor repairs and any other work undertaken by the transport department as well as the charges rendered by outside garages. All tanker vehicles, however, are charged directly to the Cannock account, as is also the expenditure incurred in the operation of spare vehicles.

An exception is made in this method of charging in the case of the two platform-bodied eight-wheelers which operate exclusively on collection of feeding stuffs from the ports for delivery to the several branches. Expenditure incurred in operating these vehicles is debited direct to the headquarters account and this is recouped by charging the branch concerned the recognized haulage rate for the job. This is readily obtainable since, in addition to operating their own ancillary fleet, Staffordshire Farmers have occasion to employ the services of both professional hauliers and British Railways.

The maintenance of stocks of farmers' requirements at the various branches is to some extent regulated by fluctuations in the market price and so, to some extent at least, prohibits scheduled deliveries on an economic basis in accordance with a set schedule.

The Exception

As with the method of accounting, the exception to the routeing of the majority of vehicles on a day-to-day basis is the scheduled operation of the two eight-wheelers. Each makes five regular return trips per week. Thus the one collecting from Liverpool delivers to Ashbourne on Monday, Hatton on Tuesday, Ashbourne again on Wednesday and Hatton on Thursday, and finally Ambergate on Friday.

In 1960 a total of 72,446½ tons of feeding stuffs was sold and delivered by branches for redistribution. Home-grown grain handled totalled 25,500 tons, half of which was moved on the Society's vehicles. This quantity included wheat, oats and barley bought or sold either to flour millers, compounders, merchants or farmers. Similarly, about half of the 45,000 tons of fertilizers handled by the Society was moved on their vehicles.

Lime collection and spreading, however, is contracted out whilst 2,000 tons of seed potatoes are brought in by road haulage from Scotland. Wet grain to the extent of 6,500 tons is collected annually from brewers whilst 6,000 tons of roots, hay and straw is moved roughly in equal proportions by hauliers and the Society's own vehicles. As Staffordshire Farmers do not operate tippers the whole of the 11,000 tons of pressed pulp collected from sugar beet factories is moved either in farmer's own vehicles or by hired tippers. The Society's tankers are at present moving approximately 21m. gallons of fuel a year.

Indicative of the overall expenditure involved in the operation of their transport department, Mr. Wilkinson tells me that the cost of licensing all vehicles amounts to £5,461 per annum, whilst repairs and renewals add £64,364, of which £29,000 is incurred at Cannock. Yearly expenditure on fuel and lubricating oil for the transport department is around £33,000 and the amount debited to depreciation £33,927. During the past year £52,205 has been paid out to hauliers.

On the development of delivery in bulk to their farmer members Mr. Wilkinson agrees that it was only natural

that each member should ask "How does it reduce my costs?" when it is suggested to him that he should provide facilities on his farm for collection and delivery in bulk. Frankly, it is hard to justify its adoption by members with small mixed farms who, in any event, do not require substantial deliveries at any one time. But it could well be. Mr. Wilkinson adds, that the absolute necessity of reducing production costs still further would compel an even greater degree of specialization by farmers. When that stage is reached there would be both a much greater need and acceptance of the benefits which transport in bulk could provide.

Other likely developments were in marketing and pre-packaging. The Society already has plans for the pre-packaging of potatoes and it is anticipated that extra vehicles will then be acquired for this traffic in a few months' time. Similarly the inauguration of centralized seed-cleaning would also require additional transport, possibly controlled direct from headquarters.

Cost of Transport

In an organization such as theirs with vehicles dispersed in small groups at several branches, Mr. Wilkinson says that it was easy to underrate the significance of this department as a proportion of the entire activities of the Society. It is pertinent to remember that after salaries and wages, the cost of transport was the greatest single item of expenditure incurred by the Society. Any economy which could be achieved in transport operation, whether internally or by the curtailment of unreasonable demands on its services, must therefore have a substantial effect on the fortunes of the Society.



Hardware and other small equipment is sold to farmers and their wives at their homes from mobile shops, which are basically Thames 2-ton vans.

This Bedford 12-cwt. truck is being loaded with spares at the Cannock Machinery Department.



In discussing the policy of maintenance and control exercised by Mr. Birch from his Cannock headquarters, he states that each branch allocated with vehicles is required to make a quarterly return to him itemizing the cost of wages, fuel, oil, repairs, tyres, depreciation, tax and insurance. At the same time the branch has to indicate the tonnage moved during that period, the mileage run, fuel consumed and the overall cost per ton delivered. In the office at Cannock a folder is kept for each vehicle on which is recorded a complete history including details of its original acquisition and all subsequent maintenance.

The carrying capacity of the 67 platform vehicles includes two 16-tonners, 13 8-tonners, two 7-tonners, 40 6-tonners, three 5-tonners and seven 4-tonners. The major portion of this fleet consists of vehicles of Guy (29) and Foden (27) manufacture, whilst other makes include Austin, Bedford, Commer and Leyland.

The platform bodies of these vehicles are constructed to standard specification by Staffordshire Farmers themselves. Seasoned and dried ash is used which is purchased as a complete tree. Tongued and grooved softwood is incorporated in the flooring. The cabs are standard as supplied by the manufacturer whilst five of the vehicles are fitted with Telehoist sack loaders.

Eight of the Thames 7-cwt. vans operated by fitters attached to the Machinery Department are fitted with Pye tele-communication radio centred on Cannock. In addition radio is fitted to the two cars run by the engineering manager and depot superintendent.

Fourteen Tankers

Of the 14 tankers operated, 12 have a capacity of 1,200 gal. and the remaining two 1,500 gal. These latter two have Bedford 7-ton chassis fitted with Leyland Comet engines. Six of the smaller vehicles have Thames Trader 5-ton chassis, four have Guy Otter chassis with Gardner 4LK engines and the remaining two are Morris 5-tonners. The tanks are constructed by either Darham Industries (London), Ltd., or Thompson Bros. (Bilston), Ltd. In addition to the range of quantities provided by the several compartments of these tankers, a barrel carrier is fitted to the rear of each vehicle to provide accommodation for five barrels of 40-gal. capacity. Fuels delivered include paraffin, fuel, lubricating and vaporizing oils.

The four special-type vehicles includes one articulated outfit consisting of a Guy Otter tractor unit, with Gardner 4LK engine and Eaton 2-speed axle, and a low-loading trailer manufactured by the British Trailer Co., Ltd. This is used for the carriage of farm tractors and is fitted with a 4-ton Thompson winch in the swan neck of the trailer.

A similar chassis combination, but this time in the form

of a rigid vehicle, has the platform built with a tail ramp providing a loading height of 26 in. This vehicle has a Thompson under-floor winch and by the use of a pair of skids tractors can be backed on to the vehicle. This rigid vehicle is employed in confined spaces where it would be difficult, if not impossible, to operate the articulated outfit.

As a development of this method the third special-type vehicle is based on a Bedford TK 5-tonner low-loading chassis with 16-in. wheels onto which has been built a 16-ft. flat platform, and again with an under-floor winch. A breakdown recovery vehicle has been rebuilt in their workshop on an Austin 5-ton chassis reduced to short wheelbase dimensions.

The 18 mobile shops are basically Thames 2-ton vans with oil engines and standard bodies. To these have been added at the Cannock workshops shelving on which hardware and other small equipment is displayed for sale both to the farmer and his wife, and such transactions are completed by the driver-salesman at the farm.

The eight 12-cwt. vans are used by fitters employed on the maintenance of tractors and agricultural implements, whilst a 12-cwt. pick-up truck is used as a depot vehicle by the transport department. All nine are of Bedford manufacture.

Maintenance Centre

The new maintenance headquarters at Cannock were recently constructed at a cost of £15,000. Four pits are provided, two 18-ft. and two 20-ft. long. An unusual feature of this depot is that the entire floor is heated by electricity whilst the construction has been undertaken by the building department of a sister society, North-Western Farmers, Ltd.

Mr. Birch tells me that this form of heating is proving extremely satisfactory. It is entirely automatic so that no labour costs are involved in maintaining boilers. Because of the evenness of heat throughout the garage, work is carried out where it is most convenient and economic to do so, rather than adjacent to isolated points of heat.

There are also associated advantages which derive from having a heated garage floor. Vehicles which may be brought in wet at night, and particularly during the winter when they may have been driven directly off farmland clogged with wet mud or snow, will be found to be completely dry for the fitters to commence work the following morning. In addition, no pools of water remain on the floor, and when it is necessary for fitters to work at floor level both the surface and any tools or equipment placed

on the floor are maintained at an equable temperature. Precautions, however, must be taken to ensure that garage doors only remain open for the minimum time necessary to get vehicles in and out. This is because the heat within the garage has been generated over a comparatively long period and it would take a similar period to restore any substantial loss of heat caused through doors being left open especially during the winter months.

A fully equipped body-building shop is included in the headquarters and all painting and sign-writing is done by their own staff. Sign-writing, incidentally, is all done free-hand on Staffordshire Farmers vehicles and the only transfers used are for the Regent emblems on the tankers and for the David Brown markings on vehicles used for the conveyance of tractors. Bergers paints are used and the standard vehicle colourings consist of Brunswick green for the chassis and wings and brilliant green for the remainder. The lettering is done in gold with black shading.

The staff employed at the transport headquarters at Cannock consists of seven mechanics, three apprentices and four body builders and painters.

Standardization Policy

Due to the acquisitions and expansion undertaken by Staffordshire Farmers since Mr. Birch joined the Society 10 years ago (then as transport engineer) a wide range of makes of vehicles is at present included in the fleet. It is the Society's intention to evolve some degree of standardization as the older vehicles successively become due for replacement. In the meantime, however, a standardized system of maintenance is not readily applicable to this particular fleet, not only because of the diversity of makes, but also because of the urgency of the seasonal traffic carried. Whilst the lighter type of vehicle is scheduled to be brought into Cannock for attention every 2,500 miles and at double that figure for the heavier vehicles, Mr. Birch considers that despite any such schedule, note, with appropriate action if necessary, should still be taken of the actual condition of vehicles. Sound judgment thus supplements an adequate maintenance recording system, which in this instance Mr. Birch is fully competent to give as a qualified engineer.

Examples of the fuel consumption obtained from the standard platform vehicles are as follows. The Guy Otters are averaging around 21 m.p.g. whilst the Foden 8-tonners average 18 m.p.g. and the 16-tonners 11 m.p.g. The Thames Traders fitted with tanker bodies (and, of course, power take-off) average around 15 to 17 m.p.g.

Mersey Tunnel Measures

Testing "Suspect" Vehicles

ONE in every four of "suspect" vehicles using the Mersey tunnel which were examined over a three-week period by a Ministry of Transport vehicle testing unit was in such dangerous condition that it was immediately banned from the road.

This was stated in a Ministry report to the tunnel authorities made public last week. Only vehicles which were "suspect" were examined and the most common fault was defective brakes.

Of 151 lorries and vans examined, only 25 were free from defects and 39 were in such a state that the drivers were not allowed to take them away.

Delayed prohibition notices were

issued in respect of 87 vehicles and these were ordered to be returned to their garages and not allowed on the road again until repairs had been carried out.

The tunnel committee had asked for the spot checks because there were 2,646 breakdowns in the tunnel in the last six months.

Minimum Speed Limits

MINIMUM speed limits in the Mersey tunnel were discussed by the Road Transport Section of Liverpool Chamber of Commerce following the adoption of new by-laws fixing the minimum limit at 10 m.p.h. in the side lanes and branch tunnels.

It was complained that a driver of

a lorry had been handed a letter, signed by the tunnel traffic manager, pointing out that the vehicle would appear unable to comply with the by-laws and that a record of the registration number had been taken. Subsequently the manager indicated that the implied "black-listing" of the vehicle was not, in fact, intended in practice and that the letter had been deliberately phrased so that it would draw attention to the new regulations.

The application of the by-laws would be governed on a reasonable and common-sense basis, it being appreciated that a heavily loaded vehicle which had been forced to stop or reduce speed on the steep inclines of the tunnel might not be able to maintain the minimum speed limit of 10 m.p.h.

During the first three months of operation drivers of vehicles would only be warned and the attention of operating owners drawn to the regulations.

New Equipment and Publications

Tool Trailers

TWO versions of a $\frac{1}{2}$ -ton capacity, two-wheeled trailer have been introduced by Scottorn, Ltd., Kingston Road, New Malden, Surrey. One is of all-steel construction, the other has a steel floor and chassis with a timber-sided body.

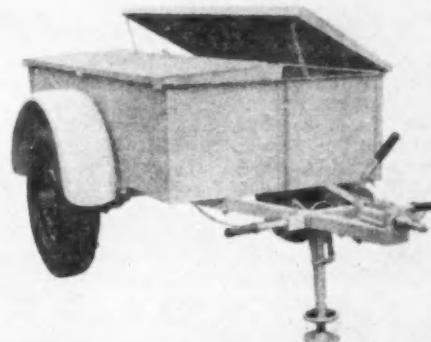
Both bodies are 6-ft. 3-in. long and 5-ft. 2 $\frac{1}{2}$ -in. wide. Overall height of the steel body is 3 ft. 3 in. and of the timber body 3 ft. 11 in. Interior height of the steel body is 1 ft. 6 in. and of the timber body, 1 ft. 9 in. Overall length of both units with drawbar attached is 9 ft.

The trailers have all-welded chassis with main longitudinal members and cross members of 2 in. by 2 in. rolled steel angle. The eye bolt couplings are 2-in. diameter, and overrun and parking brakes are fitted.

Running gear comprises a 1 $\frac{1}{2}$ -in. square-section axle beam, semi-elliptic

leaf springs, 8-in. diameter Girling brakes and roller-bearing hubs with five-stud wheel fixings. The track is 4 ft. 4 in. and 6.00-16, 6-ply tyres are fitted.

Two lockable covers are fitted on each model. These can be hinged at the sides or on a central cross bar. Other standard fittings include two stop and tail lights and reflectors, number plate and wings.



Painting Cement-asbestos

A ONE-COAT paint developed specifically for direct application to cement-asbestos surfaces has been developed by Allweather Paints, Ltd., 36 Great Queen Street, London, W.C.2. It is sold under the trade name of Piton "A" and is available in 32 colours for application by brush or spray.

Piton "A" is claimed to be completely acid- and alkali-resistant, waterproof and it can be washed down frequently with no detrimental effects. Where the cement asbestos has mould growth on its surface, a special preparation can be supplied to remove it and prevent its recurrence.

Battery Booster

A NEW item of electrical equipment from Partridge, Wilson and Co., Ltd., is the Davenset Battery Booster. Input is 200-250 v., 50 cycles, single phase A.C. and output 6 or 12 v. D.C.

As well as providing normal charging at 7-10 amps., the unit can be used for quick charging at 30 amps. and also for engine starting. A thermostatic safety cut-out is fitted to protect the equipment against overload.

The booster measures 11 in. high, 16 in. wide and 10 in. deep. Nett weight is 46 lb. and the trade price is £32.

Propane Steam Cleaner

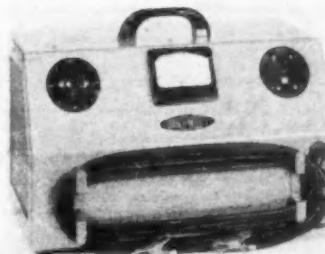
A MOBILE steam cleaner using propane as a fuel has been developed by Magnus Chemical Co., Ltd. It has been tested and approved by Calor Gas (Distributing) Co., Ltd., and is being sold and serviced by Calor distributors.

As the pump is electrically driven, there are no exhaust fumes, and because the fuel used is propane, there are no sparks, smoke or other dirt from the flue. The machine is suitable for indoor as well as outdoor work, providing there is

adequate indoor ventilation. The minimum amount of air required for complete combustion is 2,470 cu. ft./hr.

The Magnus cleaner converts 60 gallons of water per hour to detergent-impregnated live wet steam which is delivered at a controlled pressure of 20 to 100 p.s.i. Steam pressure is raised to 90 p.s.i. in two minutes, and the temperature of water and steam at the cleaning nozzle is 206° F. Fuel consumption is 101 lb. of propane an hour.

Mains water is fed through a hose to an integral 10-gal. reservoir. Pre-heated water is pumped from the reservoir through heating coils to an insulated swivel-handle steam lance. One of the many suitable detergents available is mixed with the water in the reservoir prior to pumping and a simple control enables the operator to rinse down with wet steam only, leaving a clean surface for painting.



The new Davenset Battery Booster.

Batteries and Charging

THE latest publication by Crypton Equipment, Ltd., is devoted to battery servicing, and entitled "Battery Tune-up."

There are two separate sections in the book, the first dealing with methods of

checking batteries and giving information on Crypton equipment available for the purpose. The second deals with Crypton battery chargers.

Some very useful information on battery troubles is included and hints are given on the selection of the most suitable charging equipment.

Map Plus Information

ALL major trunk roads including existing and proposed motorways are shown on a small map of England and Wales produced by Rist's Wires and Cables, Ltd.

The reverse of the map contains a calendar of sporting events for 1962 and information on vehicle electric circuits and points to check in the event of breakdown.

Copies are obtainable free of charge from the concern's publicity department, Lower Milehouse Lane, Newcastle-under-Lyme, Staffs.

Automatic Charger

An automatic battery charger, the Esstron, is now marketed by PCA Radio, Beaver Lane, London, W.6. The unit is suitable for 6 or 12 v. batteries and gives a charging rate of 4 amps. The charging rate adjusts itself automatically to the charge in the battery.

An indicator light on the charger shows bright green when the battery is fully charged. When bright red it indicates that the battery is incorrectly connected or has faulty cells. A dull green or red light shows the battery is receiving charge.

The Esstron measures 7 in. by 5 $\frac{1}{2}$ in. by 5 $\frac{1}{2}$ in., weighs 8 $\frac{1}{2}$ lb. and costs £6 19s. 6d.

Cold Extrusion

A BROCHURE entitled "Facts on Cold Extrusion" has been published by Forgings and Presswork, Ltd., a member of the Birfield Group. This deals with the process which has been developed by the company for the production of suitably shaped parts by cold extrusion.

Copies of the publication can be obtained free of charge from the company at Birch Road, Witton, Birmingham, 6.

Expansion Trends in Haulage**Large Scottish Application**

ONE of the most substantial applications that has come to light from "As and Ds" received this week comes from the Scottish (Southern) Area. The Scottish Land Development Corporation seek to vary their A licence to the addition of 12 vehicles totalling 132 tons unladen.

In the Metropolitan Area, B.R.S. (Pickfords), Ltd., seek permission to transfer an articulated van/trailer from South Wales—the user "furniture and effects, Great Britain."

Contract and C licence applications for transfer into A and B licence operations proper are as follows:—

Contract A to A: Scottish (South): Duncan Barbour and Son, Ltd., Glasgow; W. H. Rowe and Sons, Muirkirk. **North Western:** J. and C. Services, Liverpool. **West Midland:** H. A. Boileau, Coventry;

SCOTTISH (NORTH)**Applications**

SS 9/12/1.—**David McKenzie Carnegie**, Laurencekirk, new A lic., 1 T. (6t). Mainly grain in bulk on special-type veh., within Angus and Kincardine, and to Central and South Scotland.

SS 9/12/2.—**Bulk Grain Transport Co.**, Kirkcaldy, new B lic., 2 veh. (8t). (Bulk grain hoppederv. veh.) Carriage of bulk malt and grain within Scotland.

SS 9/12/3.—**George A. Geddes**, Buckie, new B lic., 1 veh. (2t). Coal, coke and wood from Elgin, Buckie and Banff for delivery within 25 miles.

SS 9/12/4.—**David MacBrayne, Ltd.**, Fort William, B var., add 1 veh. (2t).

SCOTTISH (SOUTH)**Applications**

SS 9/12/1.—**Duncan Barbour and Son, Ltd.**, Glasgow, new A lic., 3 arts. (22t). Mainly goods for Blythswood Shipbuilding Co., Ltd., Glasgow, and Barclay Curle and Co., Ltd., Glasgow, within 25 miles to the extent of 75 per cent., balance mainly to Leith, Newcastle and Liverpool. (If granted, Contract A lic. will be surrendered.)

SS 9/12/2.—**W. H. Rowe and Sons**, Muirkirk, new A lic., 1 veh. (7t) (includes cattle container (2t)). Goods for Hendrie Bros. (Millands), Ltd., in G.B. (If granted, contract A lic. will be surrendered.)

SS 9/12/3.—**Scottish Land Development Corporation**, Glasgow, A var., add 12 veh. (132t).

SS 9/12/4.—**W. S. Harvey**, Currie, new B lic., 1 veh. (3t) and 1 tri. (2t). Caravans and boats in G.B.

SS 9/12/5.—**John Tremble and Son**, Irvine, new B lic., 1 veh. (3t). Furniture and furniture removals, and homing pigeons, in Ayrshire, Lanarkshire, Renfrewshire and Dumfriesshire.

SS 9/12/6.—**John Gibb and Son (Whitburn), Ltd.**, B var., add 3 veh. (11t) on condition (b).

SS 9/12/7.—**William McCracken and Sons**, Caldercruix, B var., add 1 veh. (4t). Fireclay and solid fuel ex non-rail connected collieries, mining machinery, plant and furnishings, bricks and fire-clay products, all within 30 miles.

SS 9/12/8.—**James Kane**, Salsburgh, B var., add 2 veh. (9t).

NORTHERN**Applications**

N 5/12/1.—**T. B. Sayer**, Brough, A var., add 1 veh. (6t). Road and building mats, farm produce and requisites, agric. and industrial machinery, foodstuffs for human consumption, fruit and coal, Six Northern Counties of England and Southern Scotland.

N 5/12/2.—**Unilever, Ltd.**, Carlisle, new B lic., 4 veh. (13t 9c). Distribution of consumer goods from Carlisle, and any goods returned to warehouse within 95 miles.

N 5/12/3.—**Alba Petroleum Services, Ltd.**, Gateshead, new B lic., 6 veh. (23t) (tanks). Goods for Esso Petroleum Co., Ltd., within 40 miles.

N 5/12/4.—**Unilever, Ltd.**, Kendal, new B lic., 3 veh. (10t 17c). Distribution of consumer goods

H. Copestick and Son, Stoke-on-Trent. **Metropolitan:** H. Sharpe and Sons (Aveley), Ltd., Purfleet.

Contract A to B: Northern: E. Kirssopp and Son, Ltd., Hexham. **North Western:** T. W. Bayley, Macclesfield. **West Midland:** C. D. Prince, Atherton; Pateman's Transport, Coventry. **Eastern:** E. S. Odell, Sandy. **Western:** J. K. Feby, Old Sodbury. **Metropolitan:** A. J. Adams, W4; H. J. Heffler, Wheathampstead; S. H. A. Laker, High Wycombe; Chiswick Transport, W4.

C lic. to A lic.: Western: Townsend and Co. (Exeter), Ltd., Exminster.

C lic. to B lic.: Northern: Alba Petroleum Services, Ltd., Gateshead. **Western:** I. E. Sully, Washford; J. L. Crane, Bristol. **South Eastern:** Curnow Plant Hire, Ltd., Brighton; W. C. and E. E. Stewart, Reading; N. Ayres, Woking. **Plant Hire and Sales, Ltd.**, Southampton.

from Kendal and any goods returned to warehouse within 45 miles.

N 5/12/5.—**General Contracting Co., Ltd.**, Newcastle upon Tyne, new B lic., 2 veh. (5t 17c). Metal ingots and timber, Newcastle and Birmingham.

N 5/12/6.—**J. Wear**, Penrith, new B lic., 1T. (4t). All classes of agric. fertilizers within 150 miles.

N 5/12/7.—**Unilever, Ltd.**, South Shields, new B lic., 4 veh. (15t). Distribution of consumer goods from South Shields and any goods returned to warehouse within 60 miles.

N 5/12/8.—**Unilever, Ltd.**, Stockton-on-Tees, new B lic., 3 veh. (10t 11c) (tanks). Distribution of consumer goods from Stockton-on-Tees and any goods returned to warehouse within 40 miles.

E. Kirssopp and Son, Ltd., Heswall, B var., add 8 veh. (32t 9c). (If granted, Contract A lic. will be surrendered.)

WEST MIDLAND**Applications**

WM 7/12/1.—**Pratt's Transport (Sharnford), Ltd.**, Birmingham, new A lic., 1 veh. (7t). Building mats, iron, steel, machinery, timber, aluminium, within 200 miles. (If granted, A lic. issued by East Midland Area will be surrendered.)

WM 7/12/2.—**H. A. Boileau**, Coventry, A var., add 1 veh. (3t). Tractors, machines and parts, foodstuffs, grain and castings. Mainly Midlands, London, South Wales, Southampton and Northern England. (If granted, Contract A lic. will be surrendered.)

WM 7/12/3.—**H. Copestick and Son**, Stoke-on-Trent, A var., add 2 veh. (12t). Goods for Armitage Ware, Ltd., as required. (If granted, Contract A lic. will be surrendered.)

WM 7/12/4.—**C. D. Prince**, Atherton, new B lic., 6 veh. (39t). Fuel and colliery timber, to be carried on the instructions of D. M. Stevenson and Co., Ltd. (If granted, Contract A lic. will be surrendered.)

WM 7/12/5.—**P. Baker**, Barton-under-Needwood, new B lic., 2 veh. (10t). Fuel and colliery timber, to be carried on the instructions of D. M. Stevenson and Co., Ltd. (If granted, Contract A lic. will be surrendered.)

WM 7/12/6.—**E. and R. Aston**, Bilston, new B lic., 2 T. (8t). Fats, feeding meals and fertilizers for Butcher's Hide, Skin and Wool Co., Ltd., Willenhall, within 150 miles.

WM 7/12/7.—**Pateman's Transport**, Coventry, new B lic., 1 T. (6t). Fuel and colliery timber, to be carried on the instructions of D. M. Stevenson and Co., Ltd. (If granted, Contract A lic. will be surrendered.)

WM 7/12/8.—**A. R. Smith**, Hereford, new B lic., 2 T. (8t). Lime, slag, fertilizers and farm produce, Herefordshire, Monmouthshire, Breconshire and Radnorshire.

WM 7/12/9.—**Charlton Road Services**, Stoke-on-Trent, new B lic., 3 T. (11t). Surplus spoil, road-making mats, for Conway's Sand and Gravel, Ltd., in connection with their contract with John Laing (Construction), Ltd., and Tarmac, Ltd., on the Birmingham/Preston Motorway, within 30 miles.

WM 7/12/10.—**W. F. W. Feeney**, Stoke-on-Trent, new B lic., 1 T. (4t). Surplus spoil and road-making mats, for Conway's Sand and Gravel, Ltd., in connection with their contract for John

Laing (Construction), Ltd., on the Birmingham/Preston Motorway, within 20 miles of Hanchurch Cross Roads, and 30 miles for Conway's Sand and Gravel, Ltd., in connection with their contract with Tarmac, Ltd., on the Birmingham/Preston Motorway.

WM 7/12/11.—**Armoured Car Co. (Birmingham), Ltd.**, Redditch, B var., add 1 veh. (10t) (Van). Payrolls, within 50 miles of Birmingham.

NORTH WESTERN**Applications**

NW 8/12/1.—**J. and C. Services**, Liverpool, new A lic., 2 veh. (7t). Fruit and foodstuffs; South Wales, Birmingham and district, Glasgow. (Vehs. at present authorized in Contract A lic.)

NW 8/12/2.—**Hodkinson Haulage, Ltd.**, Atherton, A var., add 1 art. (5t).

NW 8/12/3.—**J. Jones and Co.**, Llanfairfechan, A var., add 1 veh. (4t). (If granted, application for B lic. will be withdrawn.)

NW 8/12/4.—**H. L. Bentley, Ltd.**, Manchester, A var., add 1 veh. (7t).

NW 8/12/5.—**F. Ingham and Co., Ltd.**, Stockport, A var., add 2 veh. (10t).

NW 8/12/6.—**G. Tinsley and Son**, Wigan, A var., add 1 veh. (12t).

NW 8/12/7.—**J. Jones and Co.**, Llanfairfechan, new B lic., 1 T. (4t). Road plant and mats, building plant and mats, agric. produce and requisites and solid fuels within 80 miles, and to and from South Wales. (If A var. is granted, application will be withdrawn.)

NW 8/12/8.—**T. W. Bayley**, Macclesfield, new B lic., 1 veh. (5t). Goods for the Brady Group of companies, as required. (Veh. authorized in Contract A lic.)

NW 8/12/9.—**F. L. Lee**, Manchester, new B lic., 1 veh. (3t). Coal for W. Lee (coal dealer, Atherton), goods for J. Fairhurst (butcher, Wigan), E. Warren (upholsterer, Atherton), C. Jackson (snack bar, Atherton), A. Greenhalgh (shoe repairer, Atherton), all within 30 miles.

NW 8/12/10.—**D. N. Fletcher and Co.**, Preston, new B lic., 1 veh. (4t). Road making and building mats, for Northgate Ready Concrete, Ltd., within 35 miles. (Veh. authorized in Contract A lic.)

NW 8/12/11.—**Allan Morris and Co., Ltd.**, Chester, B var., add 1 veh. (3t). Pre-packed solid fuels within 50 miles.

EASTERN**Applications**

E 11 12/1.—**M. G. Loades**, St. Mary's, new A lic., 1 veh. (6t). Mainly corn in bulk, agric. produce and requisites and mats, in bulk as required; Eastern Counties, London, Midlands, North West and North East England.

E 11 12/2.—**N. L. Mayhew**, Chelmsford, A var., add 2 veh. (6t).

E 11 12/3.—**F. Miller, Ltd.**, Norwich, A var., add 2 veh. (6t).

E 11 12/4.—**British Road Services, Ltd.**, Stowmarket, A var., add 2 veh. and 2 arts. (17t), in substitution for 3 veh. (2 arts.) (15t).

E 11 12/5.—**R. Ladson**, Ely, new B lic., 1 veh. (3t). Farm goods from Ely to London markets within 90 miles.

E 11 12/6.—**Securicor, Ltd.**, Colchester, new B lic., 2 veh. (3t) (armoured vans). Cash within 30 miles. (If granted 2 veh. will be deleted from lic. to bank at Ipswich.)

E 11 12/7.—**J. E. Rayner**, Halstead, new B lic., 1 veh. (10t). Goods for C. Portway and Son, Ltd., of Halstead, 150 miles.

E 11 12/8.—**P. Stacy**, Springfield, new B lic., 1 art. (8t) (low-ldr.). Very heavy mechanical plant, 30 miles.

E 11 12/9.—**Mrs. G. E. Chalke**, Upwell, new B lic., 1 veh. (2t) (with livestock container (20t)). Livestock within 60 miles and for F.M.C. to slaughterhouses in England and Wales.

E 11 12/10.—**A. E. Dighton**, Eye, new B lic., 1 veh. (4t). Potatoes for W. G. Bigham and Co., Ltd., and hay and straw for Spruce and Wright, Ltd., and Mr. C. A. King; all within 200 miles.

E 11 12/11.—**E. S. Odell**, Sandy, B var., add 2T (10t). Fuel and colliery timber on the instructions of D. M. Stevenson, Ltd. (If granted, Contract A lic. will be surrendered.)

E 11 12/12.—**Wisbech Roadways, Ltd.**, Parson Drove, B var., add 1 veh. (3t). Agric. produce and requisites for G. H. W. Coleman, Ltd., or James Raine and Sons, Ltd., and to replace any authorized veh. of the applicants whilst undergoing repair or overhaul.

(Continued on page 679)



MOBIL SERVES MOTOR TRANSPORT

MOBIL FUELS AND LUBRICANTS are widely used by fleet-operators, civil engineering contractors, and transport undertakings of every size and kind. Delvac Special for the engine, Mobilube GX 90 for the gear-box and the drive axle, and Mobilgrease MP are Mobil's all-season lubricants; Mobilgas, Mobil Diesel, and Mobil Gas Oil are the fuels. If you use Mobil products already, you know they are designed to give you the utmost efficiency with the utmost economy. But there's more to Mobil than that: there may well be a number of ways in which we can help you reduce your cost-per-vehicle/mile still further. Could you simplify purchasing, for example? Could you simplify the storage and handling of fuels and lubricants? Could you simplify their application and use? Couldn't you simplify administration? If your answer to any of these questions is "Yes"—or even "Well, perhaps"—Mobil can show you how to reduce the costs and increase the profits. And Mobil can give you practical help! Let our Motor Transport Representative talk it over with you. There is no charge for advice, and free advice now can put money in your pocket later. Get in touch with us today.



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INDIA INTRODUCE TWO NEW GIANTS

See how it's done!

1. SUPREME CASING STRENGTH! India Tyre Engineers, working in conjunction with transport operators and using the most advanced techniques, have produced two entirely new casing designs. These make greatly improved use of the high cord-strength of modern materials—both nylon and rayon tyres being available. Between them these two new India giants are tough enough for most working conditions.
2. SCIENTIFIC TREAD DESIGN. Onto these stronger tyre casings India has built just *two* new tread patterns—so skilfully designed that together India's two new giants give top performance on all kinds of surface.



INDIA SUPER G.25—ON THE ROAD

From Motorway to secondary road, this tyre's star qualities are:

- * more rubber on the tread, for longer life
- * thick kerbing ribs to protect sidewalls from kerb damage and to ensure greater retreadability
- * broad central rib, for smoother riding, easier steering
- * deep buttress channels cut overheating



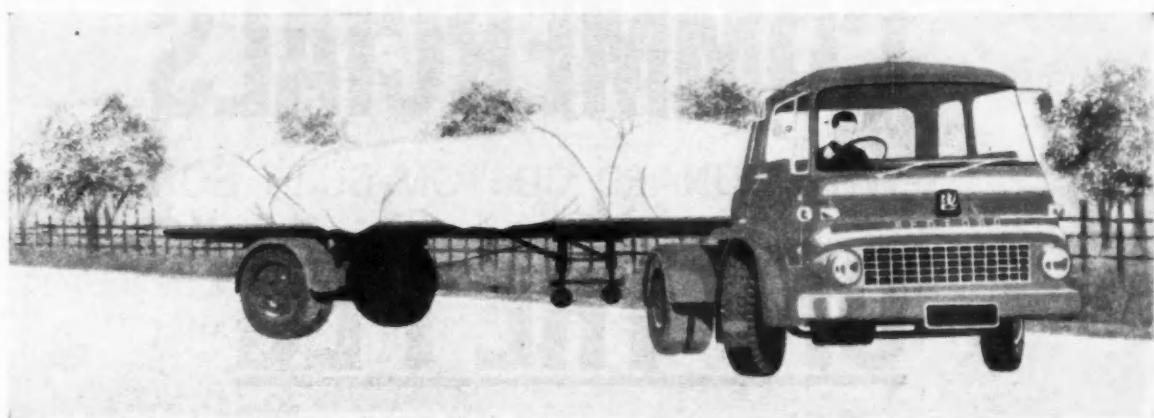
INDIA SUPER G.26 ON ROAD AND TRACK

For all on/off-the-road work, this tyre offers:

- * more rubber *on the tread*, for longer wear
- * powerful traction bars, for extra-powerful grip
- * well-tapered tread grooves cut out stone trapping
- * supreme for *rear driving wheels*—with G.25 on the front

THAT GRIP BETTER, LAST LONGER!

PROOF? JUST TWO TYRES DO ALL THESE JOBS!



INDIA TYRES
TESTED TOUGH—FOR RELIABILITY

FIT INDIA RED FLASH

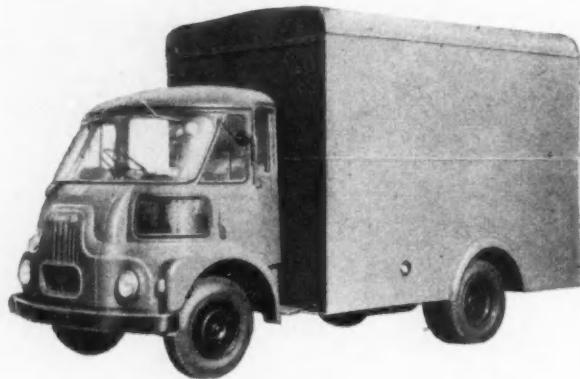


G.25 OR G.26 FOR ALL YOUR TRANSPORT NEEDS

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BOX BODY on 2 and 3-ton 'F.G.' chassis cab. Diesel or petrol engines. 420 and 600 cu. ft. capacity respectively. Glass fibre roof panelling. Double doors or roller shutter to rear.



LUTON BODY 30 cwt. or 2-ton chassis. Diesel or petrol engines. Capacities up to 450 cu. ft. Glass fibre roof panelling. Special sliding cab doors, folding inside cab. Double doors and tailboard (or roller shutter and tailboard) at rear.

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WPS-538

Expansion Trends in Haulage

(Continued from page 678)

E 5 12 13.—R. Mason, Crowland, B var., add 1 veh. (4t) (with container (2t)). Carcass meat for Bert Platt, Ltd., Boston, to London and fruit and vegetables for Blueboy Mowbrays, Ltd., from London to Boston and potatoes for J. M. Stokes, Ltd. Add to conditions of 1 veh. (3t). Potatoes for J. M. Stokes, Ltd.

WESTERN**Applications**

W 5 12 1.—Townsend and Co. (Exeter), Ltd., Exminster, new A lic., 1 veh. (2t 4c). (Van). Mainly household removals, furniture and effects within 100 miles. (Veh. at present specified in C lic.)

W 5 12 2.—S. Gardner and Son (Transport), Ltd., Gloucester, A var., add 1 veh. (3t 18c). To be used solely in replacement of any authorized veh. which is off the road under maintenance or under repair.

W 5 12 3.—C. E. Halliday, Kingswood, A var., add 1 T. (5t 14c). G.g. mainly road mats, concrete products, ashes and slag normally within 120 miles.

W 5 12 4.—J. K. Feby, Old Sodbury, new B lic., 3 T. (3t 1c). Road and building mats, within 100 miles. (Vehs. are at present specified in Contract A lic.)

W 5 12 5.—L. E. Solly, Washford, new B lic., 1 veh. (2t 19c). Animal feeding stuffs Washford, Bristol. (Veh. at present specified in C lic.)

W 5 12 6.—R. J. Cooper, Bisley, B var., add 1 veh. (5t) includes livestock container (2t). Furniture and household effects for farmers and farm employees within 60 miles; other goods within 35 miles.

W 5 12 7.—J. L. Crane, Bristol, B var., add 1 veh. (1t 14c). Goods for Dupont Bros., Ltd., Bristol, within 15 miles; other goods within 7 miles. (Veh. at present specified in C lic.)

W 5 12 8.—R. Duckett, Highbridge, B var., add 1 T. (4t 12c). To be used solely in replacement of any veh. off the road under repair or maintenance.)

W 5 12 9.—The Reliant Caravan Towing Service, Melksham, B var. Very condition to read: Caravans (excluding new caravans) within 300 miles.

W 5 12 10.—E. W. F. Edwick, Ltd., Tewkesbury, B var., add 1 T. (3t). Road and building mats, within 50 miles.

METROPOLITAN**Applications**

M 7/12 1.—B. B. Collins, S.E.11, new A lic., 1 veh. (3t 0). G.g., London and North England.

M 7/12 2.—Forest Hill Transport Agency, Ltd., S.E.16, 5 vch. (18t). Fruit and vegetables, England and Wales. (If granted, lic. granted to Kinnerley Transport, Ltd., for 2 vch. (6t 14c) with facilities "G.g., London and Home Counties, except for April, May and June each year; fruit to Midlands, Yorkshire and Glasgow" will be surrendered.)

M 7/12 3.—B.R.S. (Pleckford), Ltd., N.15, A var., add 1 art. (5t 17c). Furniture and effects. G.B. (If granted same veh. will be deleted from lic. granted in South Wales Area.)

M 7/12 4.—H. Sharpe and Sons (Aveley), Ltd., Purfleet, A var., add 5 vch. (16t 2c) and 1 rvl. (2t). Cement, rubber and cement products. Aveley, Midlands and North West area and occasionally South Wales. (It granted same vch. authorized in Contract A lic. will be deleted.)

M 7/12 5.—J. Woodgate, Wembly, A var., add 3 vch. (8t), G.g. mainly building mats, within 70 miles.

M 7/12 6.—A. J. Adams, W.4, new B lic., 2 T. (6t). Building and road-making mats, plant and rubbish, for Roads Reconstruction, Ltd.; and Roads Reconstruction (Contracting), Ltd., with 50 miles of South Acton Station. (If granted Contract A lic. will be surrendered.)

M 7/12 7.—The British Couverture Co., Ltd., N.22, New B lic., 3 vch. (6t 8c). Chocolate and bakers' raw mats, for associate company, within 200 miles.

M 7/12 8.—Bushnell and Son, Ltd., Romford, new B lic., 2 vch. (80t). Oil in drums, bismuth (not bulk), empty containers, and deposit stores, all for Shil-Mex and B.P., Ltd., and their subsidiary companies and for Gulf Oil (Gt. Britain), Ltd., within 70 miles.

M 7/12 9.—H. J. Heffer, Wheathampstead, new B lic., 2 T. (9t 9c). Building and road-making plant and mats, for Inns and Co., Ltd., and their subsidiary companies, Wirksworth Quarries, Ltd., and Bradgate Quarries, Ltd., England. (If granted Contract A lic. authorizing 1 veh. (4t) will be surrendered.)

M 7/12 10.—S. H. A. Laker, High Wycombe, new B lic., 3 art. (16t). Timber, plywood, veneers and board, within 150 miles. (If granted Contract A lic. will be surrendered.)

M 7/12 11.—E. Pierce Transport, Ltd., North Holmwood, new B lic., 1 veh. (2t 19c). Sugar and sugar products, building mats, and g.g., London, Home Counties, Wales, Midlands and the North.

M 7/12 12.—J. Rae and Son, Ltd., E.14, new B lic., 1 T. (4t 6c). Metal and other heavy goods and including general specifications as occasioned, within 75 miles and occasional longer journeys with n.100 miles.

M 7/12 13.—A. Tighe, E.10, new B lic., 1 T. (3t 7c). Soil, ballast, hardcore, within 40 miles.

M 7/12 14.—F. W. Walton, S.W.19, new B lic., 1 veh. (1t). Luggage and furniture, within 30 miles.

M 7/12 15.—W. J. Bowen and Sons, Ltd., Barkings, B var., add 1 veh. (5t). Petroleum products (liquid), within 50 miles.

M 7/12 16.—Chiswick Transport, W.4, B var., add 2 T. (3t 16c). Road-making, building mats, plant and rubbish, within 80 miles of South Acton Station. (If granted Contract A lic. will be surrendered.)

SOUTH EASTERN**Applications**

SE 7/12 1.—S. R. and A. H. Madsen-Mycal, Cumnor, new A lic., 1 T. (4t) (l.w.b.). Mainly concrete products, normally within 150 miles.

SE 7/12 2.—P. J. Crouch, Appledore, A var., add 1 veh. (4t) and Container (2t).

SE 7/12 3.—Nicholls and Co. (Brighton), Ltd., A var., add 1 veh. (2t).

SE 7/12 4.—John Brown and Son (Shoreham), Ltd., A var., add 5 art. (27t).

SE 7/12 5.—Cornwall Plant Hire, Ltd., Brighton, new B lic., 1 veh. (3t). Building mats, and plant for Huggett Bros., Ltd., and Modern Houses Brighton, Ltd.; site waste, soil, chalk and gravel excavated by applicant's digger, within 35 miles. (Veh. at present specified in C lic.)

SE 7/12 6.—M. Reid, Camberley, new B lic., 1 veh. (2t). Solid fuels, within 20 miles.

SE 7/12 7.—F. R. Grigsby and R. S. J. Little, Hawkhurst, new B lic., 1 veh. (3t). Turnery poles for Kent Woodware Co., Ltd., within 300 miles of Cranbrook.

SE 7/12 8.—A. W. Reed and Son, Maidstone, new B lic., 1 T. (3t). Mats, in connection with civil engineering and building trade, within 25 miles.

SE 7/12 9.—W. C. and E. E. Stewart, Reading, new B lic., 1 veh. (1t). Garments collected from and delivered to customers' residences in connection with the business of a dry-cleaning agent, within 8 miles. (Veh. at present specified in C lic.)

SE 7/12 10.—N. Ayres, Woking, new B lic., 1 veh. (2t). Coal and building mats, within 20 miles. (Veh. at present specified in C lic.)

SE 7/12 11.—Coulting Bros., Lenham, B var., add 1 veh. (3t). Replacement veh. for vch. of licensees, or Loders Transport, Ltd., undergoing repair or maintenance.

SE 7/12 12.—N. Painting and Sons, Newbury, B var., add 1 T. (4t).

SE 7/12 13.—W. Gleddie, Reading, B var., add 1 veh. (3t).

SE 7/12 14.—Mrs. L. Rossi, Snodland, B var., add 2 trls. (6t) (Tipper) and add to existing conditions. Goods for William Cory and Son, Ltd.

SE 7/12 15.—Chaplin's Delivery Service, Southampton, B var., add 1 veh. (2t). New furniture, stationery, carpets, electrical goods and fittings, timber, fencing, sewing machines, electrical installations, (conduit and cables), pramulators and paints, within 25 miles.

SE 7/12 16.—Plane Hire and Sales, Ltd., Southampton, B var., add 1 art. (8t) (low-lid). Civil engineering plant and equipment, within 100 miles radius. (Veh. at present specified in C lic.)

SE 7/12 17.—E. P. Matthews, Winchester, B var., add 1 art. (3t).

Compression Ratio Variation by Manual Control

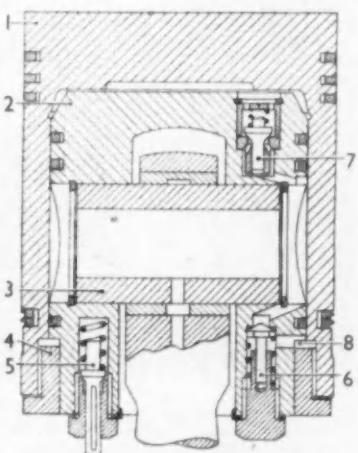
ALTHOUGH the potential advantages of employing variable-compression pistons in diesel engines have been overshadowed in the past two or three years by the notable progress that has been made with high combustion pressures in standard engines, a means of varying the compression ratio to match load-speed characteristics will undoubtedly be reconsidered by engine designers in the not-too-distant future. It is therefore of more than academic interest that a variable-compression piston with manual control has been evolved by the British Research Association for use in research engines and that the piston has been developed by Hepworth and Grandage, Ltd., of Bradford, who are producing the unit under licence. In addition to offering facilities for investigating the potential of variable compression for diesel and petrol engines, the piston will be invaluable to designers in determining the optimum compression ratio for a new engine.

Based on the well-known BICERA hydraulically operated variable-compression piston, the manually operated type features a control gear, mounted on the

side of the crankcase, which, in the experimental application provides for variation of ratio between 15.5 to 1 and 20.5 to 1 while the engine is running. Essential components of the piston comprise a guide-pin carrier and an outer shell, relative movement of which causes hydraulic fluid to be transposed from one chamber to a second chamber in the assembly, oil being fed to the system from a drilling in the connecting rod.

Inertia tends to move the piston shell outwards over a number of cycles when the engine is operating under light loads and thus to increase the compression

ratio, the flow of fluid being metered by an orifice. Downward movement of the shell by combustion pressure is controlled by an outlet valve, actuated by a rod which contacts a lever in the control gear. Adjustment of the lever mechanism gives control of compression ratio.



An essential feature of the BICERA manually operated variable-compression piston is an outlet valve (5) which controls the release of hydraulic fluid from the lower chamber. Opening of the valve allows the compression ratio to be reduced and depends on the position of a control lever, which can be adjusted by an external knob. Other numbers refer to: (1) piston shell; (2) guide-pin carrier; (3) guide pin; (4) closing ring; (6) inlet valve to lower chamber; (7) inlet valve to upper chamber; (8) orifice connection.

Planning for Profit

Re-licensing Snags

Operators Should be Particularly Careful This Year When Making Application for Renewal of Motor Vehicle Licences Because of Changes in Rates of Duty

A COMMON task for many operators during December each year is the application for renewal of motor vehicle licences. Because of the changes in the taxation rate announced by the Chancellor of the Exchequer on April 17—namely an increase of 20 per cent. on the existing amounts—the duties payable on goods vehicles will differ from those detailed on the registration book, unless re-licensing has already been done since that date.

Despite the publication of sample rates of duty for goods vehicles in *The Commercial Motor* immediately following the Budget announcement, it is anticipated that many applications for renewal will have to be returned because insufficient duty has been remitted. Examples of the new duty payable on typical goods vehicles are therefore given here.

At the lower end of the scale a goods vehicle with an unladen weight not exceeding 12 cwt. will be liable to an annual licence duty of £12 (formerly £10). With an unladen weight exceeding 12 cwt. but not exceeding 16 cwt., the annual licence duty is £15 which, incidentally, is the annual duty now payable on motorcars. A van with a carrying capacity of 10 cwt. and an unladen weight not exceeding 1 ton is liable for an annual duty of £18, as against £15 before the increase.

For goods vehicles with an unladen weight of over 2 tons 10 cwt. and up to 2 tons 15 cwt. the annual duty is £39 whilst the next category, namely 2 tons 15 cwt. to 3 tons (which includes several of the popular 7-tonners) now has an annual licence duty of £42 instead of the former £35.

A vehicle with an unladen weight of 6 tons 15 cwt., e.g., a six-wheeler, will now pay £126 whilst an eight-wheeler of 7 tons 10 cwt. unladen weight carries an annual duty of £144.

A general trade licence now costs £30 a year and a limited trade licence £6, the previous rates being £25 and £5 respectively.

The alternative to an annual licence is for a currency of four months. The relative rate of duty is slightly higher and, as an example, where the annual rate was £100 the four-

monthly rate would be £36 13s., giving a combined total for the year of £109 19s., an addition of almost 10 per cent.

The whole of the examples given so far relate to the operation of goods vehicles solo. If a vehicle is used with a trailer the additional amount payable is now £18 (formerly £15) if the unladen weight of the towing vehicle exceeds 2½ tons but does not exceed 4 tons. Over that weight the additional trailer duty is £24.

Although the re-licensing of goods vehicles is such a routine task it is sometimes overlooked that the initial licensing of a mechanically propelled vehicle provides for something more than the collection of duty. Permission to use a vehicle on a public highway is granted with the issue of the licence, as was implied by its former title, namely Road Fund Licence.

IT is significant that on the occasion of the original application the form which then has to be completed is not only an application for a licence to run on the public highway, but also a declaration for registration of the vehicle concerned. Accordingly, specific registration marks and numbers are allocated to a particular vehicle at the time of the initial licensing so as to record not only the vehicle's existence but the address of the person making the application and the base at which the vehicle is normally kept.

The segregation of these three functions of initial registration throws light on legal difficulties which might otherwise arise. Thus certain types of vehicle are exempt from the payment of excise duty, but still need to be registered. These include those used exclusively on roads not repairable at public expense or which do not exceed six miles per week on public roads. Vehicles such as fire engines, ambulances and road rollers are similarly exempt from the payment of duty, as are road construction vehicles engaged on the construction or repair of roads at public expense. Vehicles used for clearing snow, when actually carrying out such work, also need not be taxed.

With the extension of credit finance facilities for the purchase of motor vehicles, it is pertinent to note that for the purposes of licensing the owner of a vehicle is defined as the person by whom the vehicle is kept and used, and the expression "ownership" in this context must be construed accordingly.

Normally, application for licences should be made to the local taxation officer of the council in whose area the vehicle is ordinarily kept. However, a provision which is particularly convenient for the larger operator permits a user to declare his principal place of business and license all his vehicles in that area accordingly, even though they are not normally kept in any one area.

Because of the overall alteration in licence duty fees resulting from the 20 per cent. increase announced at the time of the Budget of April 17, a special concession is being allowed this year in respect of renewal of licences. Under normal conditions Section 17 of the Road Vehicles (Registration and Licensing) Regulations, 1955, stipulates that if, on application for the renewal of a licence, duty at a rate different from the previous rate is now payable, such application for renewal cannot be made at a post office and must be made to the council with whom the vehicle is registered.

Because of the overall increase in licence duties, insistence that this particular Section should continue to be applied this year would in practice have meant that no renewals could have been made at post offices. To avoid such a situation



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arising it is permissible this year for the licences of cars to be renewed at post offices despite the change in annual duty from £12 10s. to £15. A similar concession applies to motorcycles.

This concession, however, does not apply to the annual renewal of goods vehicles licences, and these will have to be submitted to the local taxation office of the council with which they are registered. As the majority of fleet users would normally adopt this procedure some time in advance of January 1 to ensure that the licences can in fact be fitted to vehicles on that date, failure to extend this concession to goods vehicles should present no hardship. Smaller users, including owner-drivers, will now, however, have to apply to the local council even though they have previously been able to renew at the post office.

IF operators wish to renew four-monthly goods vehicle licences on December 31, however, it will still be possible to do this at post offices, because the duty which was paid when the expiring licence was issued will already be at the increased rate as announced in the Budget on April 17.

A substantial number of renewal applications have to be returned annually because of the omission of one or more of the necessary documents. When an application is made to a local council these should number four, namely the renewal application form correctly completed, the registration book, the current certificate of insurance and the correct remittance. Additionally, when the application is being made at a post office, the old licence must also be handed in. Of the applications which have to be returned, in the majority of the cases it is because of the omission of the insurance certificate. Other reasons for delay in the issuing of a new licence are the failure to complete the several details required on the application form, and carelessness in not ensuring that all the documents submitted relate to the same vehicle.

A recent change in the licensing procedure relates to the currency of a particular licence. There are now two periods, namely 12 months and four months. Moreover, the annual licence can now be taken out from any date and is not restricted to January 1 as previously. Since the introduction of this new arrangement it follows that fleet users have been able to license any new vehicle for a period of 12 months from the date it was put into service, if they so required.

If, however, a fleet user wishes to stagger the actual licence duty payments throughout the 12 months the rate at which he would be able to do this would be comparatively slow if it is dependent upon the intake of new vehicles. Even with a large fleet, and a correspondingly large intake of new vehicles, there would nevertheless be a substantial number of vehicles with many years of service still to be run with their licence currency period commencing on January 1.

Such operators could still take advantage of the new arrangements to stagger their licence duty payments, if they so wished, by surrendering a proportion of the existing annual licence (from January 1 to December 31) on, say, January 31, and then take out a new annual licence on February 1. Similarly, the licences of other vehicles could be arranged to expire at successive dates throughout the year.

It is important to note that by this procedure the combined amount of duty payable, i.e., the initial portion of the first licence less the surrendered portion, and, of course, the subsequent annual licence taken out from the new date, would both be at the cheapest, i.e., the annual rate of duty. The other alternative, to secure a staggering of licence payments by licensing for a four-monthly period, would involve payment of extra pro rata duty. As already stated, where the annual rate of duty is £100 the four-monthly rate is £36 13s., the equivalent of £109 19s. for 12 months, or almost a £10 increase for the year.

The licensing regulations provide that if a licence or registration book has been lost, destroyed, or accidentally defaced, the council issuing the original can provide a duplicate so marked on payment of a fee of 5s. Additionally, if any particulars on the licence have become illegible through no fault of the owner, for example fading, it will be replaced free of charge.

AT this season of the year when so much additional work is being handled by post offices it will save the time of both parties if the reference number of a particular licence application form is known beforehand and specifically requested. The form most commonly used is, of course, the "Application for Renewal of a Motor Vehicle Licence" R.F.1A.

There are, however, several other forms drawn up for use in specific purposes in connection with the licensing or re-licensing of motor vehicles. These include form R.F.1/1 on which is made the original application for a licence and declaration for registration of a motorcar. The corresponding form for use in connection with goods vehicles is R.F.4, whilst R.F.8 is used to apply for a licence for a hackney carriage.

Of more limited use is form R.F.4/3 on which application for a licence and declaration of a farmer's goods vehicle is made. Application for licences of tractors used for general haulage purposes is made on form R.F.5/1 and electrically propelled goods vehicles on form R.F.4/1. More widely used is form R.F.6 which is of particular interest to fleet users in that it facilitates the application for licences for six or more vehicles of uniform type on one form, so reducing clerical work.

S.B.

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The Leyland Octopus eight-wheeler platform lorry equipped with Tamplin bulk containers and fitted cover sheet. It is rated to carry 15 tons.

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An example of one of the largest units has recently been supplied to Radnorshire Co., Ltd., Knighton, Radnorshire. This is used with a Leyland Octopus flat-platform eight-wheeler, and is rated to carry 15 tons. For unloading of seeds and fertilizers, worm discharge is employed, this being driven by a small self-contained petrol engine which gives a discharge rate of 25/30 tons per hour.

Price of the container unit, complete with all equipment and including a fitted sheet to cover the open top, was £642.

Transport Affairs in Parliament

Anti-smoke Bill Gets First Reading

FROM OUR PARLIAMENTARY CORRESPONDENT

THE public regarded diesel fumes as being not only annoying and sometimes almost asphyxiating, but also as being entirely unnecessary, said Mr. Rupert Speir (Tory, Hexham) in the Commons last week, when he introduced his anti-smoke Bill. This measure, he explained, sought to abolish, or at any rate to abate, the nuisance and danger caused by vehicles emitting dark diesel fumes. It empowered the Minister to make regulations under the Road Traffic Acts to enforce the use of all or any of a number of different devices, whether additives to put in the fuel, filters or scrubbers, or the use of vertical exhausts.

He could not say that he had had much encouragement so far from the Minister, confessed Mr. Speir, but although Mr. Marples might be somewhat lukewarm about the Bill it had found considerable favour in other quarters.

Noting the conflicting views of the experts on this subject, Mr. Speir said that they all agreed that proper maintenance of the engines was the best answer. If the diesel engine were properly maintained and driven there was no need at all for objectionable black smoke to be discharged.

"The prime aim of the Bill would, therefore, be prevention rather than cure. The aim is to encourage proper main-

tenance. Today, with a whole scale of new devices and new meters coming on the market, it is comparatively easy to achieve the objective of correct maintenance."

Other countries were ahead of us in the attack on this problem, went on Mr. Speir. The steady growth in the number of diesel vehicles—from 88,000 in 1950 to 374,000 in 1960—was all the more reason for Parliament reviewing the problem and taking reasonable steps to prevent diesels from becoming too much of a menace.

The Bill, which has the support of M.P.s on both sides of the House, was given its first reading and will be considered again on April 6.

... but Government Support is Most Unlikely

FROM OUR POLITICAL CORRESPONDENT

ALTHOUGH it is down for second reading in April, Mr. Speir's Bill does not, at this moment, look likely to get Government support.

Mr. Marples is believed to have definite ideas of his own about the problem. They centre round the enforcement of existing laws rather than the passing of new ones.

This does not mean he is unsympathetic to the problem. Regulations laid last July will make it an offence, from New Year's Day, to misuse the excess fuel device to provide extra power while running.

On new vehicles the control device will have to be inaccessible to persons aboard while the vehicle is moving, and all vehicles will need to be adapted to conform by next July.

It is already an offence for any vehicle on the road to emit smoke or fumes likely to cause danger, damage or injury, and last year there were 1,875 prosecutions by the police under these regulations.

Like Mr. Speir, the Minister does, however, believe that a meter for measuring and recording smoke discharged would be a help to the police.

R.F.O.

M.P.s Want to Curb Rail Road Services

From Our Political Correspondent

CONSERVATIVE back-bench moves to limit the railways' powers to provide alternative passenger services by road are contained in new amendments to the Transport Bill, now in its committee stage in the Commons. The Tory group, headed by Mr. Geoffrey Wilson and Wing Commander Grant-Ferris, are contesting the issue of discontinued rail lines.

While they agree that the railways should have powers to provide road passenger transport as a substitute for "temporarily interrupted" rail services, they oppose the intention that this power should also apply to services that have been discontinued. Their amendments seek to delete from this part of the Bill all reference to discontinued services.

Meanwhile, the Opposition, thwarted in their efforts to create a fifth board—the Road Board—have switched their attack to another fundamental issue: the guiding principle of railway economics.

Two amendments in the names of Mr. G. R. Strauss, Mr. R. Mellish and Mr. E. Popplewell seek to insert into the statutory duties of the Railway Board that it shall provide services "adequate for the needs of the public, agriculture, commerce and industry."

This is what Mr. Marples has carefully avoided doing in drafting the Bill. He believes that commercial considerations must come first, and Dr. Beeching must not be hamstrung, initially at least by vague obligations conflicting with this.

A further amendment, laid by Labour Members Strauss, Mellish, Popplewell and Marsh, seeks to provide the Railways Board with powers not only to provide passenger transport by road where services have been discontinued, but goods transport as well.

Hire-purchase Bill "Talked Out"

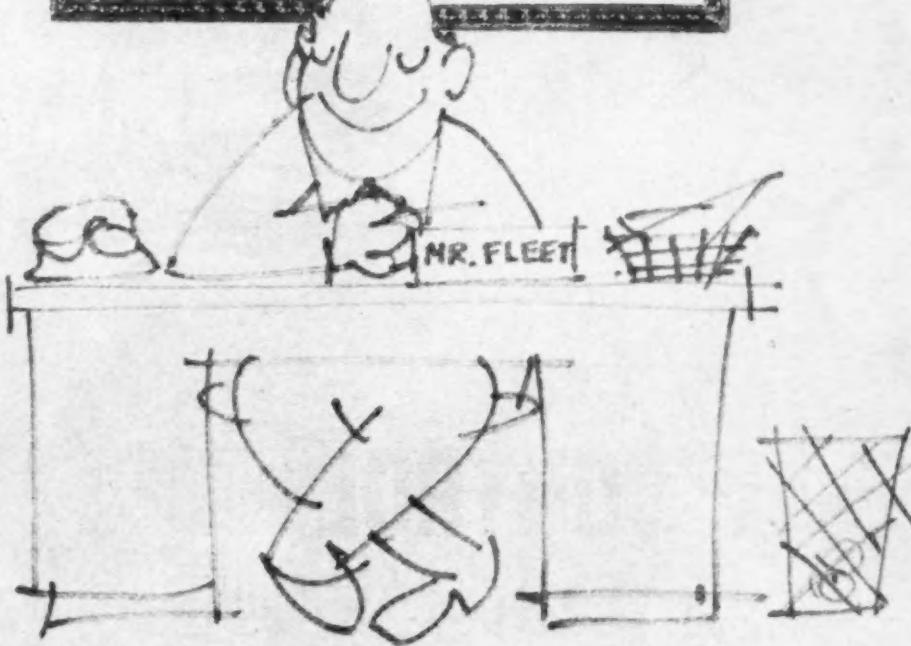
THE "snatch-back" of a van on which the purchase price of about £500 had been almost paid, because a hire-purchase instalment to a finance company was four days overdue, was described in the Commons last week. Mr. A. E. Oram (Lab., East Ham, South) quoted this "rawest of raw deals" when the House was discussing the Hire Purchase Bill, a Private Member's measure introduced by Mr. W. T. Williams (Lab., Warrington).

One part of the Bill raised from £300 to £1,000 the limit of statutory protection on hire-purchase transactions and, said Mr. Oram, had that been on the Statute Book, the van could have been repossessed only after a court order.

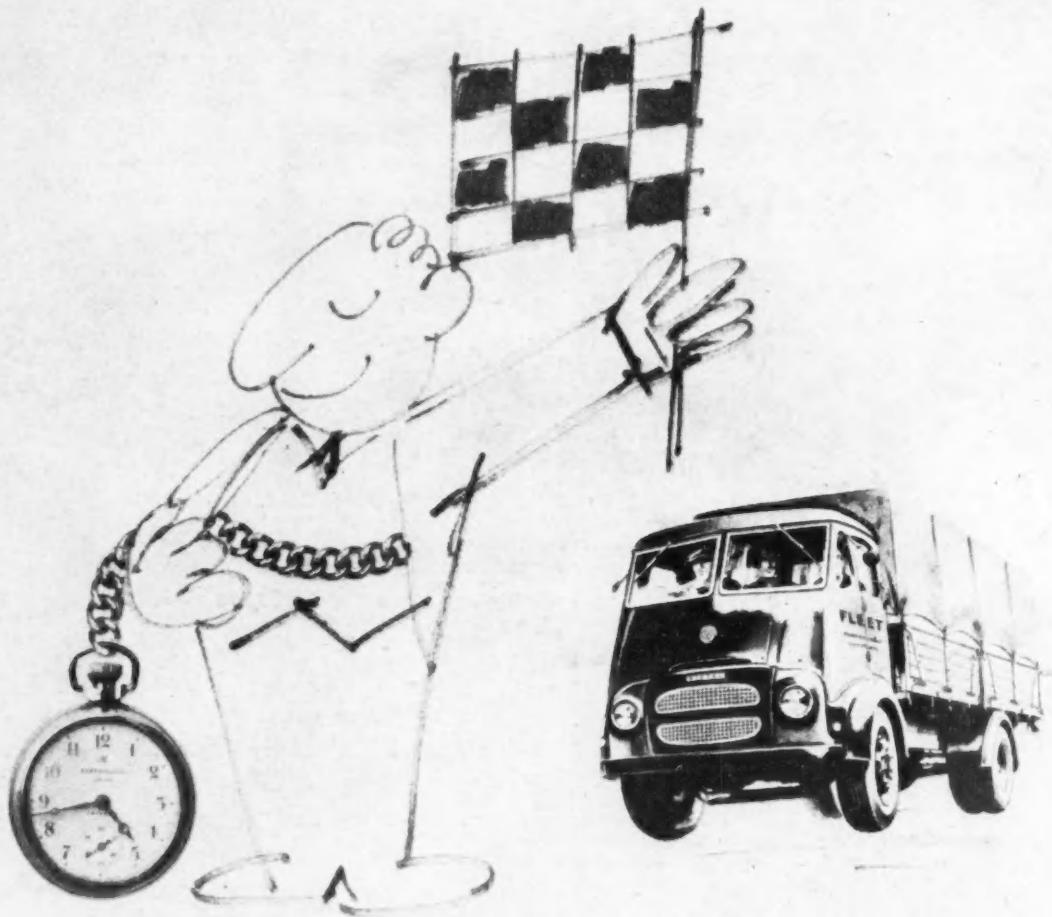
The Bill was, however, "talked out" during the second reading last Friday.

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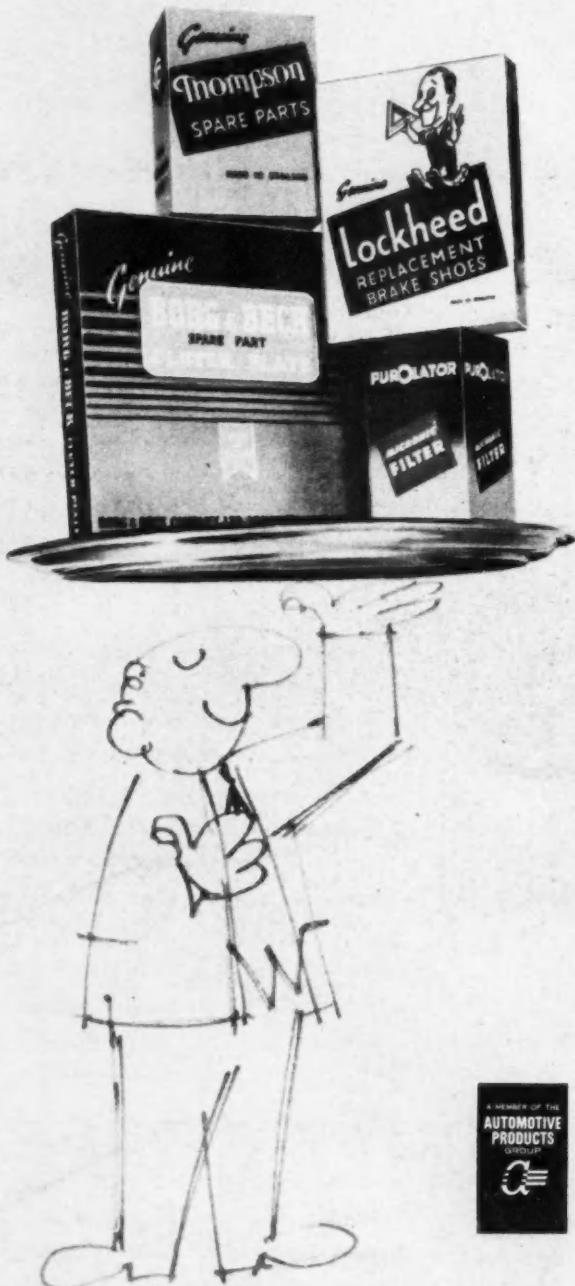
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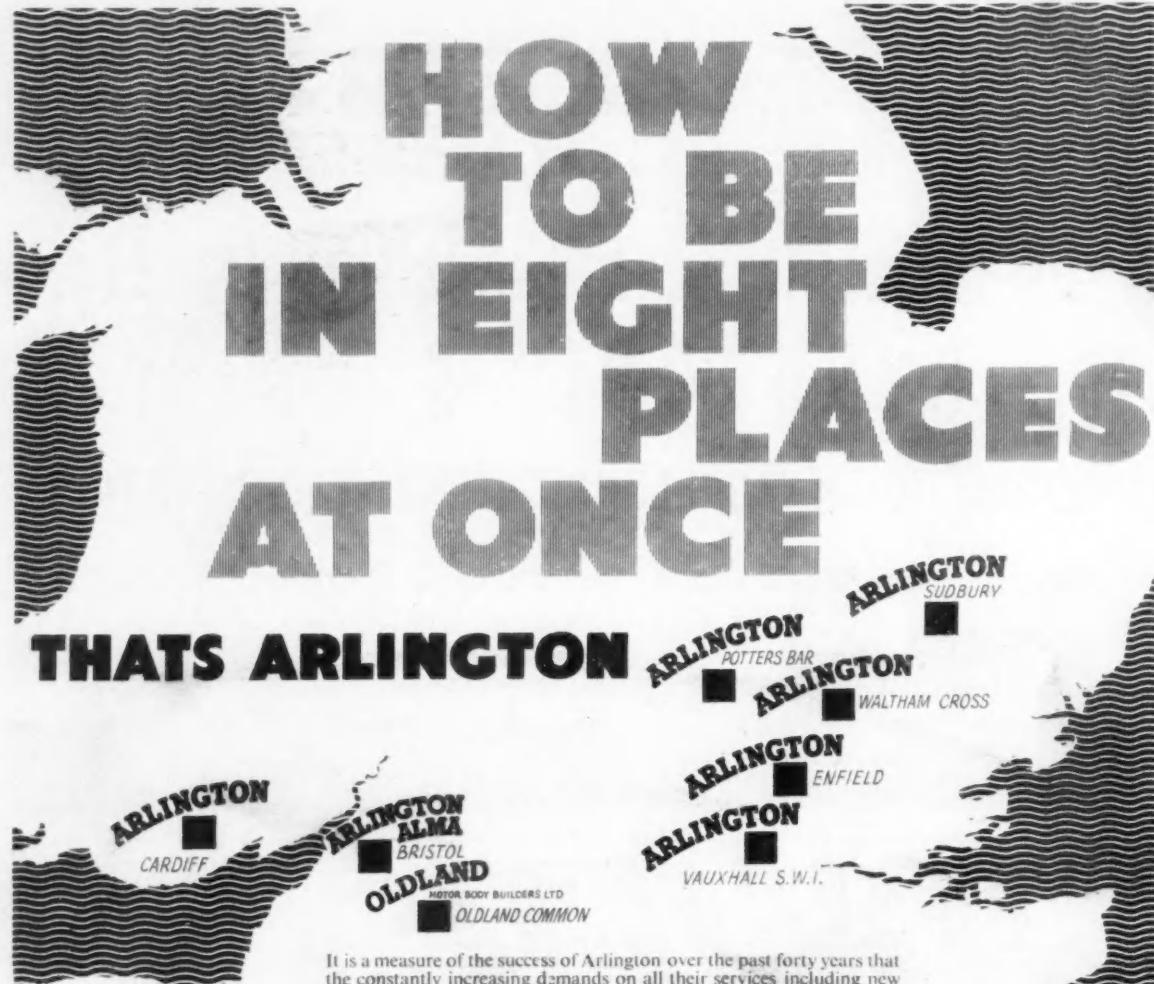
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Bayliss House, Hurst St., Birmingham, 5. Telephone: Midland 6616. 50, Hertford St., Coventry. Telephone: Coventry 27414. 1, Brazenose St., Manchester. Telephone: Deansgate 6114-8. 12, Renfield St., Glasgow. Telephone: Glasgow Central 1413.

GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

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A.E.C. Matador 4 x 4 ex-M.o.S. unregistered, air tank, heavy-duty winch, chassis-cab or equipped with jib and ground anchor. PRAILS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221.

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1958 ALBION Clydesdale heavy-duty tractor unit, fifth-wheel coupler, vacuum brakes, good tyres and fittings.

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1960 ALBION Reiver 6-wheel 17-cu.yd. tipper, 39,000 miles, one owner, £1,675. Kin 319. 939-485

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WAKEFIELD ROAD.

BRIGHOUSE, YORKS.

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NEW ALBIONS from stock.

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PHONE, Brownhills 2525-6-7.

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1956 Reiver long-wheelbase tipper, alloy coal body, Comet engine, £825.

1955 ALBION long-wheelbase platform, Albion engine, £595.

1950 Chieftain 22-ft. platform, alloy, £200.

JHON HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457.

939-296

1953 ALBION Chieftain, platform, £250. Abbott Motors, East 1132.

1956 ALBION Reiver 6-wheel flat, Leyland engine, 8.25 x 20 tyres, one owner from new. £500.

1955 ALBION Reiver 6-wheel flat, Albion engine, £350.

CONLEY, 149 Mayo Avenue, Bradford. Phone 27694. 939-468

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THE LONDON DISTRIBUTORS FOR ATKINSON.

ALL MODELS COMPLETE SALES AND SERVICE AT BALHAM, S.W.12.

Kelvin 2193.

939-860

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Used Goods Vehicles (contd.)

RYLAND GARAGE, LTD., MIDLAND DISTRIBUTORS.

1958 ATKINSON 8-wheeler, 6LW, long-wheelbase, 6 in. flat, good tyres and checked through workshops.

A Selection of late model ATKINSON 8-wheeler.

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PRAILS (HEREFORD), LTD., Holme Rd., Hereford. Phone 4221. 939-53

1957 ATKINSON 2-compartment 3,600-gal. tankers, 3AB pump, tanks, lagged, steam coils, elliptical pump discharge, 6LW, double drive, 9.00 x 20, automatic gears. Smiths Garage, Canal St., Nottingham. Phone 53081. 939-95

SPECIAL NOTICE

CHRISTMAS PRESS ARRANGEMENTS

Classified Advertisements for the issues affected by the Christmas Holiday must reach us as follows:

DECEMBER 22, issue not later than first post, **MONDAY, DECEMBER 18**.

DECEMBER 29 issue not later than first post, **WEDNESDAY, DECEMBER 27**.

Telephone instructions can be received up to noon.

All instructions should be addressed to the Manager.

Classified Advertisement Dept., "THE COMMERCIAL MOTOR,"

Bowling Green Lane, London, E.C.1

Please post your Advertisements early.

Used Goods Vehicles (contd.)

NEW and used vehicles in stock for immediate delivery.
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1954 ATKINSON 8-wheel double-drive, Gardner 6LW, 24-ft. platform, Gulliver 5555. 939-140
1950 ATKINSON 8-wheel double-drive 24-ft. platform, 6LW engine, 5-speed box, in first-class condition, any trial, £400. o.n.o. Phone, Sheffield 52066.
1956 ATKINSON 6-wheel Steer, 6LW Gardner, 5-speed body, very clean. 939-265
BILLET AUTO SALES LTD., 236-40 Billet Rd., Walthamstow, E.17. Larkwood 5337. 939-412

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UNREGISTERED AUSTIN 5-ton K.4 truck, new batteries, repainted, £140. 3-ton vans, roller-shutter rear doors, £150. L. W. Vass, Ltd., Ampthill, Bedford, Ampthill 3255. 939-265
1959 AUSTIN 7-ton long-wheelbase diesel tipper, wood drop-side body, excellent condition, including tyres. Watson Bros (Airdrie), Ltd., Airdrie 2401-5. 939-20

HUNTER VEHICLES LTD.
CROWN WORKS,
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1957 (Late) AUSTIN Omnivan, with side door, excellent condition, one owner.

IMMEDIATE DELIVERY.
HIRE-PURCHASE TERMS ARRANGED.

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Phone, Ewell 2382.

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SIX MONTHS' GUARANTEE
WHERE STATED.

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1959 AUSTIN LCO5 30-cwt., B.M.C. diesel, normal control, drop-side truck, guaranteed, £465.
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1959 AUSTIN 5-ton, B.M.C. diesel, forward-control long-wheelbase, alloy body, platform truck, heater guaranteed, £205.
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Advancetown 6501. 939-6

MARSTON MOTOR CO. LTD.
SEVEN SISTERS ROAD,
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Phone, Stamford Hill 8000.

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NEW AUSTIN new-type 30-cwt. diesel 500-cu.-ft. Luton van in primer.
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NEW AUSTIN 7-ton short-wheelbase 8-cu.-yd. drop-side Anthony underfloor tipping on 9.00 x 20 14-ply tyres.
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CUNDEY AND STEWART LTD., Adretton, Derbyshire, 939-817

1960 AUSTIN 5-ton diesel platform truck, in excellent condition, a bargain at £595. York Trailers, Corby, Northants, Corby 3561. 941-6087

1960 AUSTIN diesel 7-ton long-wheelbase platform body, Eaton 2-speed axle, 9.00 x 20 tyres, one owner-driver, red-black, £825.

VINCENT GREENHOUS (HEREFORD) LTD., Lyde, Hereford. Phone 2347-8-9. 939-337

1961, March, AUSTIN diesel prime mover, fifth wheel coupling, with Tasker 10-ton 25-ft. drop-side trailer, low mileage, condition as new, £1,450. J. H. SPARSHOTT AND SONS LTD., London Rd., Hilssea, Portsmouth. Phone, Portsmouth 60361. 939-392

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THE MAIN BEDFORD DEALERS.

FULL range of new BEDFORDS from stock.

1956 BEDFORD 25-cwt. Spurting Van, blue, immaculate condition, £250.

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1954 BEDFORD 5-ton truck, Balco extensions giving 16-ft. coachbody body, £275.

1957 BEDFORD 7-ton platform truck, fitted recon-ditioned R6 diesel engine, £495.

1956 BEDFORD 5-ton A-type 6-3/4-ton, Weston gear heavy-duty body, £125.

1953 BEDFORD 7-ton short-wheelbase tipper, 8-yd. alloy body, £100. The diesel engine, £175.

1955 Selection from one of the finest and most comprehensive stocks of used vehicles in the country, trucks and tippers from £100 to £900.

AD AT 252 Belize Rd., N.W.6. Mai 0712. 939-181

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REMINGTON STREET,
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Phone, Clerkenwell 7456.

BEDFORD MAIN DEALERS.

NEW BEDFORD 15-cwt. 90-in. and 102-in.-wheelbase drop-side body.

NEW BEDFORD 15-cwt. 102-in.-wheelbase and 90-in.-wheelbase petrol vans, immediate delivery.

NEW BEDFORD 7-ton, forward-control 120-in.-wheelbase standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery.

1958 BEDFORD S-type 7-ton petrol platform trucks, good condition, choice of two, each £385.

1957 £95 BEDFORD CA vans, good condition, from £150.

FOR immediate delivery of the above new BEDFORDS.

PLEASE phone, Clerkenwell 7456.

CAPITAL MOTOR CO. LTD., Remington St., City Rd., London, N.1. 939-196

GATES OF WOODFORD.

FORD MAIN DEALERS,
CHIGWELL ROAD,
WOODFORD GREEN,
Wanstead 6633.

1957 BEDFORD 7-ton R6 drop-side truck, £300.

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1954 BEDFORD 7-ton (petrol) tipper, 12-cu.-yd. 939-414

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OFFER FOR SALE THE FOLLOWING:-

BEDFORD 7-ton 7-cu.-yd. tippers, from £250.

BEDFORD long-wheelbase diesel 5-ton trucks, from £255.

DINNAGES, Wivelsfield Rd., Haywards Heath, Sussex. Phone, Haywards Heath 1466-7-8. 939-386

E. J. BAKER AND CO. (DORKING) LTD.

BEDFORD

MAIN DEALERS.

1959 BEDFORD short-wheelbase tippers, 300 cu.-in. diesel engine, fixed- and drop-side steel body, from £275.

1956 BEDFORD 35-cwt. van, petrol engine, very good condition, £215.

1959 BEDFORD S-type 7-ton long-wheelbase truck, 18-ft. long, Bedford 300 cu.-in. diesel engine, in excellent condition throughout, 8.25 x 20 tyres, £595.

BEDFORD long-wheelbase platform, R6 engine, in good condition, £365.

1955 BEDFORD CA van, in good condition, £265.

NEW BEDFORDS for immediate and early delivery.

55-61 LONDON STREET,

CHERTSEY.

Chertsey 2391.

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS LTD.
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BEDFORDS ARE OUR BUSINESS.

BOXVANS, Luton vans, pantechnicons, tippers, trucks and articulated vehicles, special bodywork, composite or aluminium alloy.

WE can usually give a favourable delivery and at the right price. For quality in workmanship, service and satisfaction you can rely on us. For recommendations we refer to:

NEW BEDFORD TK 7-ton short-wheelbase chassis-cab.

NEW BEDFORD TK 7-ton short-wheelbase tipper.

NEW BEDFORD 10-12-cwt. and 15-cwt. short- and long-wheelbase vans, petrol and diesel.

1954 BEDFORD 7-ton truck, petrol, choice of two, £125 each.

1958 BEDFORD 7-ton diesel truck, 2-speed axle, 19-ft. body, £660.

1957 BEDFORD 2-3-ton truck, petrol, £345.

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186 EAST BARNET ROAD.

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PHONE, RIVERSIDE 4111. 939-118

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Mar 6699.

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NEW BEDFORD TK 10-ton diesel tractor unit, with 5-ton trailer, £1,000.

NEW BEDFORD 15-cwt. short-wheelbase pantechnicon, 280 cu.-ft., petrol engine, painted light blue, fitted fibreglass roof panels, rear roller shunter, tailboard, £725.

1958 BEDFORD 3-ton diesel boxvan, 350 cu.-ft., integral cab, low mileage, one owner, very clean, £575.

940-6909

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FOR NEW AND USED BEDFORDS.

1960, August, BEDFORD 7-ton J-model tipper, 2-speed axle, steel drop-side body, low mileage.

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BEDFORD 5-ton short-wheelbase petrol tipper.

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1958 BEDFORD 5-ton normal-control 300-cu.-in. diesel long-wheelbase chassis and cab, good tyres for immediate use, £395.

1958 BEDFORD 7-ton long-wheelbase forward-control drop-side truck, 300-cu.-in. diesel, 8.25 x 20 12-ply tyres, one local owner, fit for years of work, £525.

1956 BEDFORD 7-ton long-wheelbase drop-side petrol truck, 9.00 x 20 tyres, Eaton 2-speed axle, £150.

H.P. Facilities can be arranged for selected clients.

939-46

BEDFORD 5-ton normal-control chassis-cab, 300-cu.-in. petrol engine, demonstrator, only 200 miles, £760.

C. Allen and Son, Ltd., Taunton 2055. 939-133

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WIDMORE ROAD, BROMLEY, KENT.

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BEDFORD 15-cwt. short-wheelbase van, one

COMMERCIAL vehicle specialists in all ranges of body work from 10 cwt. to 12 tons. 939-58

Used Goods Vehicles (contd.)

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BEDFORD TO THE BACKBONE.

EARLY DELIVERY OF ALL NEW BEDFORDS.
1955 BEDFORD 3-ton Luton van.
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1956 BEDFORD 5-ton petrol truck.
1956 BEDFORD 5-ton tipper.
1957 BEDFORD 3-ton diesel truck; choice of two.
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OTHER MAKES AND MODELS ALWAYS AVAILABLE.

BACKED BY UNEQUALLED SERVICE AND SPARES FACILITIES.

BEDFORD RECONDITIONED ENGINES FROM STOCK.

NEW TK MODEL AVAILABLE FOR DEMONSTRATION.

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LEIGHTON ROAD,

LONDON, N.W.S.

Gulliver 5555.

939-138

1960 BEDFORD full wheel flat, £575.

BROWNHILLS MOTOR SALES, Watling St. (A5),
Brownhills, Staffs.
PHONE: Brownhills 2525-6-7.

939-212

1957 BEDFORD 6-ton long-wheelbase truck, diesel, all-alloy chassis body with wood floor, £325. Further information from **MARTIN WALTER, LTD.**, St. George's Place, Canterbury. Phone: 6131.

1956 BEDFORD 10-ton diesel artic. unit, £195. **LATE 1960** BEDFORD 2.3-ton petrol drop-side truck, 10-ft. 6-in. wheelbase, 10-cwt., £225. **DAWNIERS MOTORS, LTD.**, Ewell By-pass, Surrey. Phone: Ewell 2382.

939-515

PARSONS AND PARSONS (GARAGES), LTD., THE BEDFORD MAIN DEALERS,

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NEW OR USED BEDFORD.

BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE. OFFER SUBJECT TO REMAINING UNSOLD, THE FOLLOWING—

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NEW BEDFORD 10-cwt. JOP pick-up, finished cream, £676.
NEW BEDFORD 15-cwt. utility Busette, green and green flash, £592. 148.
NEW BEDFORD 15-cwt. Calthorpe caravan, blue and cream, £654.
NEW BEDFORD 3-ton forward-control truck, 135-in. wheelbase, petrol, £948.
NEW BEDFORD 7-ton forward-control 120-in.-wheelbase, Telehoist, fixed-side tipper, 3-speed gearbox, £1,592.
NEW BEDFORD 7-ton forward-control, 167-in.-wheelbase chassis cab, 5-speed gearbox, 3-piece wheel, 13-in. clutch, headlight, front spring, £1,322.
NEW BEDFORD 10-ton forward-control tractor unit, £1,330. diesel, 13-in. clutch, air brakes, Scammell coupling, 5-speed gearbox, 8.25 x 20 14-ply tyres, £1,422. 12s. 6d.

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1955 5-ton BEDFORD CA van, from £195; choice of four.
1956 BEDFORD 13-cwt. Spurling van, £275.
1956 BEDFORD 12-ton tractor, 350 Leyland diesel, Scammell coupling, £450.
1958 BEDFORD 6-ton long-wheelbase diesel, double-drop-side body tipper, 10-cu.-yd. twin ram, £695.
1959 BEDFORD 7-ton 168-in. wheelbase, 300 diesel, Baico extension, 23-ft. 6-in. platform with headboard, £750.
1960 Model BEDFORD 10-ton tractor, 300 diesel, Scammell coupling, choice of two, £750.

PARSONS AND PARSONS (GARAGES), LTD., MARLOW, ESSEX.

Phone: Marlow Street 121.

939-164

1960 BEDFORD 7-ton S-type tipper, 300 diesel, 2-speed axle, £575.
1959 BEDFORD 6-ton tractor, York conversion, Comet engine, 2-speed axle, 3-speed box.
1958 BEDFORD articulated D-type 20-ft. 8-ton trailer. Would separate at £675. **Billett Auto Sales**, 236-40, Billett Rd., Walthamstow, E.17. Larkwood 2337-78.
1959 BEDFORD J-type tipper, with extension sides, 2-speed axle, choice of eight.

CENTRAL GARAGE (UPPINGTONHAM), LTD., Ayston Rd., Uppingham, Rutland. Phone: Uppingham 3296-7-8.

1959 BEDFORD diesel Boys 6-wheeler, 21-ft. platform body, 2-speed axle, £422.

RAILS (HEREFORD), LTD., Holmer Rd., Hereford. Phone: 4221.

1956 BEDFORD S-type tractor unit, Scammell hitch, good condition, £415. Arnold 7771. 939-159

Used Goods Vehicles (contd.)

HUNTER VEHICLES, LTD.

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1956 BEDFORD 5-ton box van, P6 diesel, 850 cu. ft., under 3 tons, light alloy and plastic body, one owner.
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IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

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BEDFORD 4-ton J-type drop-side truck, 200 diesel engine.
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BEDFORD 5-ton box van, 7-cu.-ft. alloy body, 1955-56, Ex-C licence operator, choice of three, bargain price.

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1959 BEDFORD 12-seater Workbus.

1958 BEDFORD 7-ton long-wheelbase diesel truck.

SURLING MOTORS (CITY), 176-179 Shoreditch High St., London, E.I. Shoreditch 8433. 939-308

1958 BEDFORD J-type tractor unit, Bedford diesel engine, Scammell coupling, £425.

HAMBLINS GARAGE, Rectory Rd., Rushden, Northants. Phone: Rushden 3211-3. 939-422

1958 BEDFORD (petrol) 5-ton forward-control platform truck, £199, from £395. NEW BEDFORD vans, 10-12-cwt., now in stock.

BARTON MOTORS (PRESTON), LTD.

PRESTON,
Phone: Preston 4664. 939-255

1954 BEDFORD 5-ton medium-wheelbase upper, petrol, £175.
BEDFORD 5-ton short-wheelbase tipper, petrol, one owner, £180.

PERRIN'S MOTORS, LTD., Marsh Lane, Southampton, Phone: Southampton 26495. 939-6071

1961 Model **BEDFORD** TK 7-ton long-wheelbase truck, 10-cu.-yd. truck, 2-speed axle, excellent all-round condition, £725.

1959 BEDFORD J-type 7-ton normal-wheelbase steel body upper, 2-speed axle, excellent all-round condition, £585. A and L Vehicle Supply Co., Gravel Lane, Salford. Phone: Manchester Blackfriars 1511. 939-469

CAPITAL MOTOR CO., LTD.

TOTTENHAM LANE,
HORNSEY, N.8.
Phone: Mou 3451.

BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS.

1954 BEDFORD 35-cwt. Spurling van, in very good order, fitted with heater and AI set of tyres.

1959 BEDFORD Utilabrade, in red-ivory, excellent condition, £395.

1959 NEW TK and J BEDFORDS also in stock. Phone: Mountview 3451. 939-375

1959 BEDFORD 7-ton J-type tipper, Bedford 300 cu.-in. diesel engine, 6-cu.-yd. all-steel body, Telehoist tipping gear, 2-speed axle, major components overhauled in workshops, £750.

1946 BEDFORD 5-ton mechanical, petrol engine, 1,650-cu.-ft. body, £115. Shaw and Kilburn, Ltd., 143, Cambridge St., Aylesbury. Phone: 2323. 939-374

1959 (Late) BEDFORD 3-ton box van, 200 diesel engine, repainted, £520.

MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 12. Phone: Vic 6040-41. evenings. Northern 8744. 939-350

BEDFORD 1960 3-type 7-yd. tipper, 300 diesel, 2-speed axle, very clean vehicle, £725. Phone: Coppermill 4777 or 4713. 939-432

BEDFORD 1960 S-type Leyland Comet engine, 9-yd. body, 9.00 x 20 tyres, 23,000 miles only, 5-speed gearbox, £750. Phone: Coppermill 4777 or 4713. 939-344

1956 BEDFORD 30-cwt. van, absolutely immaculate, £165. Edgware 2555. 939-426

1957 BEDFORD 5-ton A-type, 300 diesel, double-drop-side truck, good tyres, well above average condition £325. Edgware 2555. 939-427

Bedford Wanted

BEDFORD ALL TYPES WANTED.

BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.

71 GREENWICH SOUTH STREET,

LONDON, S.E.10.

Greenwich 2033-4

Dec. 15, 1961—THE COMMERCIAL MOTOR 51
(Supplement)

Used Goods Vehicles (contd.)

BEDFORD CAV pick up trucks, in good condition. Faulkner's (Transport), Ltd., Fareham, Hants. Phone: Fareham 4234. 940-6397

BEDFORD A-type short-wheelbase and long-wheelbase trucks, 2-speed and 4-speed, in good working condition. Faulkner's (Transport), Ltd., Fareham, Hants. Phone: Fareham 4234. 940-6061

WE want **BEDFORDS!** Trucks, tippers, vans, Lorries, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 939-498

B.M.C.

1958 B.M.C. 7-ton long-wheelbase diesel tipper, works reconditioned engine just fitted, very clean vehicle in first-class condition. Watson Bros. (Airdrie), Ltd. Phone: Airdrie 2401-5. 939-21

B.M.C. 3-ton forward-control, 1955-56, 4-cylinder sound machine, £245.

1960 B.M.C. 7-ton steel body. Telehoist tipping gear, bargain, £650.

1956 B.M.C. 5-ton normal-control drop-side truck, new 5.1 diesel engine fitted, heaters, ready for work. £285. bargain.

EASTWOODS COMMERCIAL MOTORS, 27 Aston Rd., North, Birmingham, 6. Ast 3467. 939-81

1959 B.M.C. 6-wheeler Boys extension, 22-ft. platform body, one owner, small mileage, in first-class order, £750.

1960 B.M.C. 6-wheel bulk tipper, 20-yd. alloy body. Boys extension, in first-class order, £1,500.

1957 B.M.C. 4-wheeler with 23-ft. platform body, 2-speed axle, power steering, in excellent order, £450.

1956 B.M.C. diesel normal-control 2-ton drop-sided truck, one owner, a large firm, in excellent running order, £2100.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 939-294

EASTWOODS COMMERCIAL MOTORS

5-TON forward-control 17-ft. drop-side trucks, late 1957 as new, petrol or diesel, choice of 16, all those ex-C licence vehicles, wonderfully maintained, fleet at bargain price satisfaction guaranteed.

EASTWOODS COMMERCIAL MOTORS

27 ASTON ROAD NORTH,
BIRMINGHAM, 6.
Phone: Aston Cross 3467. 939-86

B.M.C. 1960 long-wheelbase high fixed-side timber-bodied coal tipper, 2-speed axle, power steering, flushed, water cooler, repainted, £750.

B.M.C. 1957 long-wheelbase flat platform, 2-speed axle, power steering, works engine just fitted, £395.

MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 12. Phone: Vic 6040-41. 939-350

TWO 1960 B.M.C. flats for sale, good condition. Quorn Commercial Sales, Ltd., Warner Street Garage, Barrow upon Soar, Leics. Quorn 2204. 939-456

COMMER

1953 COMMER QX, light-alloy platform body, excellent condition. L. W. Vass, Ltd., Amphyll 3255. 939-906

1959 COMMER EDV Antelope, £250. H. Taylor and Co., Elmbridge 0081. 939-72

1956 COMMER diesel Boys 6-wheeler, 21-ft. alloy body, 2-speed axle. PRAILS (HEREFORD), LTD., Hereford. Phone: 4221. 939-52

1958 7-ton long-wheelbase 1959 TS3 diesel U-shaped tipper, good condition, £325.

HEADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 939-125

EX-DEMONSTRATOR COMMER 7-ton diesel drop-side truck, 5,500 miles only, fitted overdrive gearbox, 9.00 x 20 tyres and air brakes. Ray Powell, Ltd., Eastern Avenue, Iford, Essex. Phone: Valentine 0123 (if necessary). 939-224

1959 COMMER TS3 articulated tractor unit, fitted with air brake, 5.00 x 20 tyres, 2-speed fifth-wheel coupling and mounted on 9.00 x 20 tyres, first class running order, one owner only, further information from MARTIN WALTER, LTD., St. George's Place, Canterbury. Phone: 6131. 939-235

1960 COMMER TS3 12-ton tractor unit, automatic lubrication, automatic coupling.

1958 COMMER 5-ton petrol tippers, 4-cu.-yd. bodies, choice of two. Normand, Ltd., 483-491 Northolt Rd., South Harrow, Byron 006. 939-186

COX'S MOTORS (HILL TOP), LTD.

1960 COMMER TS3 short-wheelbase tipper, steel body, air brakes and 5-speed gearbox, excellent condition, £850.

TERMS AND EXCHANGES ARRANGED

COX'S MOTORS (HILL TOP), LTD.

127 HILL TOP,
WEST BROMWICH.
Phone: Wednesbury 0470, 1047. 939-483

1959 COMMER 6-wheeler, £1,150.

BROWNHILLS MOTOR SALES, Watling St. (A5), Brownhills, Staffs. Phone: Brownhills 2525-6-7.

939-219

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Used Goods Vehicles (contd.)

1960 TS3 7-ton 18-ft. drop-side truck, 44,000 miles, immaculate, £1,050. COX AND CO. LTD., Regent St., Leeds, 2. Phone, Leeds 31914 (six lines).

COMMER express delivery van, immediate delivery, Commer 16-cwt. Modern Motor, 62 Paul St., London, E.C.2. Phone 4460.

15 CWT. forward-control van, foam grey, sliding doors, heater, very clean condition, registered March, 1960, 11,000 miles, Brewster, 133 Old Brompton Rd., S.W.7. Fremantle 3333.

COMMER express delivery van in grey. INGFIELD'S GARAGE, LTD., 243 Brixton Rd., S.W.9. 939-464.

1959 COMMER 6-wheel cab tipper, Eaton 2-speed gearbox, good condition, air brakes.

1959 HAMBLIN'S GARAGE, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-3.

1960 COMMER Unipower 6-wheel tipper, air brakes, 5-speed box, 2-speed axle, 9.00 x 20 tyres, heater, twin-rim end tipping gear, good body, cost £1,320, bargain £1,175. Hunt, 8 George St., Bedworth. Phone 2246.

Commer Wanted

COMMER TS3 long-wheelbase platform or drop-side 7-ton, 1956-58, t/t vehicle, reasonable price—cash. C. S. Martin and Son, Stow-on-the-Wold, Gloucestershire. Phone 939-8250.

DENNIS

1954 6-ton DENNIS Pax long-wheelbase platform diesel lorry, in immaculate condition and very good mechanical order, £1,175. Wessex Motors, Ltd., New St., Salisbury. Phone 5251-2.

DENNIS Pax, 1954, P6 engine, coachbuilt platform van, with aluminium floor, one owner, vehicle in fair condition, £250, or near offer. Automotive Services, Ltd., 50a Overdale Rd., Ealing, W.5. Eal 3652. 939-311.

DODGE

1961 DODGE artic. Comet engine, 2-speed axle, 7,000 miles only, fifth-wheel coupling, 25-ft. triple-drop-side trailer, Billett Auto Sales, 236-40 Billett Rd., Walthamstow, E.17. Larkwood 5337. 939-3.

1955 DODGE J48R6 18-ft. double-drop-side diesel truck, good condition, £285. UNIVERSITY COMMERCIALS, LTD., 99-117 Boston Rd., London, W.7. Phone, Ealing 2611. 941-6079.

BENTLEY BROS. (SHEFFIELD), LTD., VAUXHALL-BEDFORD MAIN DEALER,

71 THE WICKER, SHEFFIELD, 3. Phone, 29281.

1957 DODGE 7-ton diesel long-wheelbase twin-ramps upper wooden body, Eaton 2-speed axle, 9.00 x 20 12-ply tyres, owner-driven from new, immaculate, £525.

H.P. Facilities can be arranged for selected clients. 939-47.

1955 6-ton DODGE Unipower 6-wheeler, 16-ft. 6-in drop-side diesel truck, £385 o.n.o. ASTWOODS COMMERCIAL MOTORS, 27 Aston Rd. North, Birmingham, 6. Ast 3467. 939-82.

1958 DODGE 145AR6 6-wheeler (Boys), 14-cu.-yd. wooden body, £195. Cottee and Edwards, Ltd., Nottingham. Phone 36674. 939-100.

1959 DODGE 8-cu.-yd. steel body. Telehoist tipping gear, Eaton 2-speed axle, Leyland Comet engine, well maintained, choice of two. Phone, Woodstock 939-319.

1950 DODGE 6-wheeler, Leyland engine, £1,550. CON'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1042. 939-34.

1958 DODGE 6-ton drop-side truck, Perkins P6 diesel, Hydrovac brakes, wooden tilt, excellent condition throughout, £165. Benhill Motors, Ltd., High St., Sutton, Surrey. Vig 8192. 939-425.

1950 DODGE 6-wheel tipper, 48,000 miles, 2-speed triple drop-side. Boys third axle, twin Edbro air brakes, in excellent condition, also 3-ton boxvan, Hydrovac tippers, petrol and diesel. Thornton and Hunter, 133 Leytonstone Rd., Stratford, London, E.15. Maryland 5077. 939-501.

DODGE DISTRIBUTORS
FOR
GLOUCESTERSHIRE, HEREFORDSHIRE,
WILTSHIRE.

H. R. WILSON SCOTT, LTD.
MONK MEADOW, GLOUCESTER.
Phone, Gloucester 24447-8.

ALWAYS NEW MODELS AND USED VEHICLES
IN STOCK.

PART-EXCHANGES WELCOMED. 939-448.

1958 DODGE diesel 7-ton short-wheelbase tipper, wood drop-side body, grey-black, paintwork excellent, one owner-driver, very good throughout, £550. VINCENT GREENHOUS (HEREFORD), LTD., Lyde Motor Works Hereford. Phone 2347-8-9. 939-339.

E.R.F.

1953 8-wheeler, 6LW with 24-ft. alloy platform, air brakes, good tyres, £960. Daffield 46368. 939-8350.

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Used Goods Vehicles (contd.)

1955 E.R.F. 8-wheel tipper, 6LW, double drive, bulk body, ready for work.

1959 E.R.F. 8-wheeler, 6LW, bulk tipper, only 8 tons unladen weight, fibreglass body (suitable for coke, etc.), 26.7 ft. long, 10 ft. wide, 10 ft. high, very good condition, good tyres, repainted and ready for work, fully recommended and offered at £3,000 under cost price.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-2. 939-91.

ONE 1957 E.R.F. twin steer. Newport Motor Service. Phone, Newport 59441. 939-204.

1948 Unregistered ex-Government E.R.F. artic. with 8LW and 5-speed gearbox, with low-tow, 2-speed trailer, 13 x 6 in wheel, alloy castor axle, 14-ton, 20 ft. long, very good condition, tyres good, £850. C. Morgan and Son, Waltham Chase. Phone, Bishop's Waltham 133. 939-176.

1959 E.R.F. 8-wheeler power tipper, 150 engine, as new. Waiter Walker (Ecclesfield), Ltd., Ecclesfield 48-49. The Common, Ecclesfield, near Sheffield. Phone 3926-264.

1953 E.R.F. 8-wheel tipper, double drive, 6LW, 150 engine, in good running order, one owner since new, bargain, £750. T. Evans and exchanges.

1956 E.R.F. 8-wheel cab tipper, 6LW, double drive, 150 engine, 2-speed axle, all-alloy 18-ft. body, fronted cab, good, 9.00 x 20 tyres, whole vehicle in excellent condition, 19.5 ft. long, £1,650. GROVEBURY COMMERCIALS, LTD., Grovebury Rd., Leigh-on-Sea. Phone 2192. 939-264.

1952, November, tractor and 30-ton semi-trailer, in very good condition throughout, £1,495. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddesdon 4567.

1956 E.R.F. short-wheelbase tipper, 44G, £475.

HAMBLIN'S GARAGE, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-3. 939-421.

NOVEMBER, 1956, tractor unit with 8.1-litre Rolls-Royce diesel engine, air brakes and Tarker fifth-wheel turntable coupling, quite immaculate appearance and condition, £1,700. J. C. Edge and Co., Ltd., Craven Arms, Salop.

FODEN

TWO FODEN 8-wheel double-drive bulk body Pilot tippers, modern cabs, 6LW, £1,000 each. E. Wardle and Sons, Hatton Gate Farm, Astmoor, nr. Runcorn. Phone 2386. 939-17.

A VAILABLE now, 1956 FODEN 8-wheel tippers with Gardner 6LW or Foden 2-stroke engines, 12-speed gearboxes, 13-cu.-yd. alloy bodies. Pilot twin-rim tipping gear; choice of three, all in excellent condition. Can be viewed by appointment. Phone, Horveringham Gravels, Ltd., Lowdham 3171. 939-9.

1950 FODEN 8-wheeler, Gardner 6LW engine, double drive, twin steering, 24-ft. platform body, on aluminium frame, buyers invited. Silver Line Motors, Bessemer Rd., Welwyn Garden City, Herts. Phone, Welwyn Garden 24123. 939-305.

1948 FODEN 6-wheeler, 5-cylinder Gardner engine, booster gearbox, excellent condition, choice of two. C. T. ROSETT, 155 Millbank St., Northam, Southampton 26590. 939-472.

FODEN 1959 8-wheeler, 12-speed gearbox, immaculate condition.

FODEN 7-ton registered 1950 4-wheeler, 4LW engine.

POPLAR MOTOR TRANSPORT (LYMM), LTD. Phone, Lymm 1234 (Cheshire). 939-442.

FORD THAMES AND FORDSON

1960 FORD Trader long-wheelbase power tipper. PEARL STREET GARAGE, 17 Pearl St., Sheffield. Phone 29139. 399529. 939-263.

HUNTER VEHICLES, LTD., CROWN WORKS,

290 SOUTHURBY ROAD, ENFIELD.

1957 Thames 3-ton boxvan, 525 cu. ft., one owner, 4-ton tyres.

1956 Thames 3-ton boxvan, 525 cu. ft., one owner, 4-ton tyres.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184 OR 3892.

939-115.

NOVEMBER, 1956, FORD Trader County 6-wheeler fitted Edbro 2LNX, program tipping gear and steel drop-side body, 9.00 x 20 tyre equipment. Hydrovac, engine and axle modified to current production standard, one C-licence owner, 31,000 miles from new, £1,450.

LLOYD'S GARAGE, LTD., Main FORD Dealers. Phone, Stafford 51331 (five lines). 939-28.

BENTLEY BROS. (SHEFFIELD), LTD., VAUXHALL-BEDFORD MAIN DEALER,

71 THE WICKER, SHEFFIELD, 3. Phone, 29281.

1958 Thames Trader 5-ton long-wheelbase diesel drop-side truck, Eaton 2-speed axle, 8.25 x 20 12-ply tyres, low mileage, excellent in every detail, £450.

H.P. Facilities can be arranged for selected clients. 939-45.

1959 Trader 8-yd. long-wheelbase tipper, fitted Hydrovac brakes, one owner, very clean, £595.

1959 Trader, articulated 25-ft. trailer, Brockhouse.

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1959 Trader, articulated 25-ft. trailer, Brockhouse.

1959 Trader 8-yd. long-wheelbase tipper, fitted Hydrovac brakes, one owner, very

Used Goods Vehicles (contd.)

TRADER 1960 8-ton tipper, long-wheelbase, twin ram, drop sides, 9.00 x 20 tyres, clean vehicles, £700. Phone, Coppermill 4777 or 4713. 939-433
1959 Thames Trader 6D diesel 7-ton flat, 20-ft body, in new condition, good tyres, £545.
CASINO CAR SALES, Regent House, Prenton Rd., Queens Drive, Liverpool, 13. Phone, Stoneycroft 4784.

CODMBS SERVICE STATION (GUILDFORD), LTD., BY-PASS ROAD, GUILDFORD, FOR ALL FORD TRADER INQUIRIES. PLEASE PHONE, GUILDFORD 6292.

SPECIAL OFFER:—
1959 7-ton 160-in. Trader truck, choice of two, £550. PLEASE PHONE GUILDFORD 62962. 939-362

1960 Long-wheelbase drop-side tipper, £675. Leytonstone 4900. 939-476
1959, March, Thames 2-ton standard van, roller owner from new, £190. CONLEY, 149, Mayo Avenue, Bradford. Phone 27694. 939-467

Ford Thames and Fordson Wanted

WANTED, FORD 4D vans and Perkins, all capacities, from 1956 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gte 2033-4. 939-368

GUY
1961 GUY Invincible 8-wheeler, 6LX engine, almost as new, very small mileage. RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 939-287

JENSEN

1955 JENSEN 7-ton, new gearbox and clutch, 21-ft. platform, £250 or nearest offer. Box CM344. care of "The Commercial Motor." 939-4932
JENSEN light weight, long-wheelbase, fitted with aluminium cab and body, 34 x 7 tyres, Perkins P6, unladen weight under 3 tons, 21-ft. flat, in exceptionally good condition. Webb Bros., Bedford Garage, Calver St., Tunstall, Stoke-on-Trent. 939-4923

LAMBRETTA

1961 LAMBRETTA 3-wheel van, as new, offers. BROWNHILLS MOTOR SALES, Watling St. (A5). Brownhills, Staffs. PHONE, Brownhills 2525-6-7. 939-215

LEYLAND

1956 LEYLAND Comet, 19-ft. flat, ECOS2/4R, good. **1951** LEYLAND Octopus, new-type cab, 9.00 x 24 tyres, double-drive, exceptional condition. AND J. RIDING, LTD., Longridge, Nr. Preston. W. Phone, Longridge 3241. 939-49
1959 And 1960 LEYLAND Octopus and Hippo short-wheelbase tippers with Pilot gears and alloy bodies, low mileage. JEFFRIES' COMMERCIAL MOTORS, Swansea. Phone 72415-6. 939-148
1947 Octopus long-wheelbase double drive, platform body, £250. JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 939-297
1956 LEYLAND 6-wheeler, £1,050. NEW LEYLANDS from stock. BROWNHILLS MOTOR SALES, Watling St. (A5). Brownhills, Staffs. PHONE, Brownhills 2525-6-7. 939-211

1961 LEYLAND Beaver tractor unit, 680 engine, 6-speed coupling, in first-class order. LEYLAND Beaver 6-ton, 6-wheel, air brakes, 22-ft. drop-sided body, in first-class order, £850. **1957** LEYLAND twin-steer 6-wheeler, air brakes, 22-ft. body, in first-class order, £850. **1956** LEYLAND Octopus 8-wheeler, air brakes, 24-ft. body, in first-class order, £975. RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 939-291

LEYLAND Octopus 8-wheeler, reconditioned by manufacturers, new tyres, practically brand-new machine, price on application. HAULCO, LTD., West St., Havant, Hants. 939-405

MERCEDES-BENZ

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1959 SEDDON tractor unit, 6LW, fifth-wheel coupling, air brakes.

1959 SEDDON tractor unit, R6 engine, Carrimore low-loading trailer, £1,000.

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1961 7-ton THAMES TRADER short-wheelbase steel-body tipper, excellent condition.

£775.

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£170.

1955 4-ton THAMES 4D diesel short-wheelbase truck, in superb condition.

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1957 BEDFORD diesel 7-ton long-wheelbase jolly, with A-frame, general goods, South Eastern area, only £1,975.

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1960 SEDDON Mk. 15-10 4-wheeler, SLW engine, air brakes, 21-ft. platform body.
1960 COMMER TS3 tractor unit fitted with Scammell chassis, choice of two.
1959 FODEN 6-wheeler, 2-stroke engine, air brakes, 22-ft. 6-in. wood platform body, immaculate.
1959 DODGE 6-wheel tipper, Leyland engine, Eaton Hendrickson third axle, 19-ft. 6-in. steel body.
1959 GUY Warrior tractor unit, Leyland engine.
1958 BEDFORD 7-ton drop-sided truck, Bedford engine, 4-speed axle choice of three, 4-speed gearbox, Boys third axle, 22-ft. platform body, immaculate.

THAMES County, 60 engine, County third axle, 21-ft. platform body.
COMMER TS3, 1947, 2-stroke engine, 5-speed, air brakes, insulated van body.
1959 MORRIS-COMMERCIAL 7-ton 6-cylinder diesel engine, 17-ft. 6-in. platform body, choice of three.

1957 ALBION Chieftain, 4-cylinder diesel engine, 5-speed, 17-ft. 6-in. platform body.
1959 SEDDON SD4 tractor unit, Cummins engine, 2-speed, fifth-wheel coupling.
1957 ATKINSON 4-wheeler, SLW alloy underframe platform body, immaculate, choice of two.
1959 GUY light 8-wheeler, 7.75 engine, 2-speed axle, drop-sided body.

1960 B.M.C. 7-ton tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.
1958 BEDFORD 6-wheeler, Bedford diesel, 2-speed Boys axle, 21-ft. platform body.
1956 GUY Invincible 6-wheeler, 6LW engine, 23-ft. platform body.
1958 SEDDON tractor unit, 6LW engine, fifth-wheel coupling, air brakes.

1955 ALBION Clydesdale tipper, 4-cylinder Albion engine, 15-ft. alloy tipping body, choice of two.
1959 BEDFORD 7-ton, 300 engine, 16-ft. 6-in. platform body.
1957 BEDFORD A-type long-wheelbase tipper, P6 engine, 20-ft. alloy tipping body.
1956 ATKINSON 8-wheeler, 6LW, double drive, 24-ft. platform body.

1958 THORNYCROFT Trident 6-cylinder diesel engine, 20-ft. alloy drop-side body.
1959 DODGE, Leyland engine, 5-speed, 2-speed axle, 18-ft. 6-in. platform body.

1959 BEDFORD personnel carriers, fitted with Perkins 99 diesel engine.
1958 MORRIS-COMMERCIAL LD10 1-ton drop-side truck, 4-cylinder diesel engine.
1958 A.E.C. Mercury, 7.75 engine, 5-speed, air brakes, 21-ft. 6-in. platform body.

1959 A.E.C. Mercury, 7.75 engine, air brakes, 22-ft. platform body.
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CHOICE of several 1959-60 Bedford, Dodge and Trader platforms.

CHOICE of several alloy van bodies suitable for the bottling trade.

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ALBION Reiver, 1955, fitted with Albion engine and platform body.
ALBION Reiver, 1958, Leyland engine, 6-speed gearbox, 4-speed axle, drop-sided body.

ALBION 8-wheeler, 1954 (December), 23-ft. platform, very clean.

BEDFORD, 1959, with Boys third axle, 2-speed axle, Bedford diesel and 22-ft. drop-side body.

COMMER TS3, 1956, long-wheelbase tipper.

COMMER TS3, 1958, tipper with Boys third axle, alloy drop-side body.

LEYLAND 8-wheeler, 1953, air brakes, 24-ft. platform with Leyland engine and 2-speed axle.

DODGE normal-control 1958 long-wheelbase tipper with Leyland engine and 2-speed axle.

ALBION Clydesdale, 1959, short-wheelbase chassis and cab suitable for tractor.

MORRIS-COMMERCIAL, 1960, 7-ton long-wheelbase tipper, with alloy body.

ALBION Chieftain, 1955, with platform body and canopy over cab.

TERMS AND PART-EXCHANGES.*

CENTRAL GARAGE,

SOUTH ELMSSALL

939-258

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OFFICIAL TECALEMIT SYNDROMIC AND A.C.L.
FITTING STATION.

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1959 ALBION Clydesdale with York third axle and Leyland 375 engine, 19-ft. by 3-ft. timber drop side.

1955 ALBION Chieftain, 12-ft. 6-in. by 2-ft. alloy drop side.

1956 BEDFORD 5-ton A-type, petrol, 12-ft. by 2-ft. steel fixed sides.

1955 BEDFORD 5-ton A-type, P6, 13-ft. 6-in. timber drop side.

1956 BEDFORD 7-ton S-type, petrol engine, 14-ft. U-shaped alloy body.

1958 BEDFORD 6-ton S-type, G.M.C., 14-ft. timber drop side.

1958 BEDFORD 7-ton, 14-ft. by 3-ft. timber drop side.

1952 LEYLAND 7-ton, 4LW, 11-ft. by 2-ft. plus 2-ft. timber drop side.

1955 SEDDON 7-ton, R6, 15-ft. by 18-in. timber fixed sides.

1955 LEYLAND Comet Model ECOS2-2R, 12-ft. timber fixed sides.

1958 FORD Trader, 7-ton with 14-ft. by 2-ft. timber tipping body.

1957 ALBION 7-ton TS3, 13-ft. by 3-ft. timber drop side.

1955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed side.

1958 BEDFORD 7-ton S-type 14-ft. timber drop-side.

1957 LEYLAND Comet short-wheelbase, fitted with Primrose third axle, 16-ft. by 4-ft. timber fixed side.

1958 LEYLAND Comet Model ECOS2-IR, long-wheelbase, 15-ft. by 3-ft. timber drop side.

1956 LEYLAND Comet Model ECO2-IR, 14-ft. by 2-ft. timber drop side.

1956 LEYLAND Comet model ECO2-IR, 14-ft. by 3-ft. 6-in. alloy drop side.

PLATFORM.

1955 ALBION Chieftain, 16-ft. 6-in. alloy flat.

1959 ALBION Chieftain, 16-ft. alloy-framed timber drop-side body.

1956 ALBION Reiver 22-ft. timber platform.

1955 ALBION Reiver 22-ft. timber platform.

1957 BEDFORD 7-ton Comet 350, engine, 16-ft. timber drop side.

1950 B.M.C. 7-ton, 6-in. timber platform, 5LW engine, £550.

1957 BEDFORD 7-ton, 300 diesel, 16-ft. timber drop side.

1956 BEDFORD 7-ton petro, 16-ft. timber flat.

1955 BEDFORD 7-ton petro, 16-ft. timber flat.

1959 MORRIS 7-ton B.M.C. 18-ft. timber drop side.

1952 E.R.F., 6LW, 24-ft. timber drop side.

1957 A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop side.

1953 THORNYCROFT Trident 16-ft. 18-ft. timber drop side.

1958 COMMER TS3, 16-ft. 6-in. timber drop side, air brakes.

1957 B.M.C.-YORK 6-wheeler, 20-ft. timber flat, recent service engine.

1956 COMMER TS3 16-ft. 6-in. timber drop side.

1959 LEYLAND Comet Model ECOS2-4R, 20-ft. timber drop side.

1958 LEYLAND Comet Model ECO2-4R, 20-ft. timber drop side.

1956 LEYLAND Comet Model ECO2-4R, 18-ft. by 2-ft. 6-in. timber drop side.

1957 LEYLAND Comet Model ECOS2-4R, 20-ft. alloy and timber flat.

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1959 COMMER Cob 7-cwt. van, £250.

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1953 4-ton P6 long-wheelbase truck, £275.

1954 Trader 5-ton 6D long-wheelbase truck, £485.

1957 Thame 4-ton tipper, £125.

1956 DODGE 5-ton tipper, £295.

1956 Thame 6-cyl. tipper, £350.

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1958 BEDFORD 7-ton, 16-ft. wooden platform, 2-speed rear axle.

1958 AUSTIN 7-ton, 18-ft. platform.

1955 ALBION Chieftain, 16-ft. wooden platform (at Vauxhall Bridge Rd.).

1957 A.E.C. Mercury Mk II, 21-ft. platform.

1956 TS3 7-ton 18-ft. drop-side truck (at Vauxhall Bridge Rd.).

TIPPERS.

1957 ALBION Clydesdale steel-body, fixed-side tippers (at Cardiff).

1959 BEDFORD 7-ton forward-control fixed-side steel-bodied tipper, Leyland engine, 9.00 x 20 tyres (at Cardiff).

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1953 AUSTIN 3-ton 600-cu.-ft. Luton.

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1956 DODGE 5-ton petrol boxvan, Burtonwood tail-lift.

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1957 Trader 6-wheel, drop-side body, £1,000.

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NEW ATKINSON 8-wheeled double drive, fitted Gardner 6LX, 6-speed gearbox, air brakes, chassis and cab.

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SEDDON tractor, 5LW, fifth wheel, air brakes, as new.

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ATKINSON 8-wheeled tipper, double-drive, 6LW. Pilot under-floor gear, automatic lubrication, 25-cu.-ft. body.

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Tractor, fitted 6LW, fifth wheel plate.

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NEW Landini Northern trailer, 27-ft. platform, 10.00 x 20 tyres, air brakes.

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NEW CATTLE TRUCKS.

LEYLAND Comet, 22-ft. x 8-ft. container.
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7-TON COMMER, 19-ft. x 8-ft. container.

NEW COMMERCIAL VEHICLES.

7-TON MORRIS steel-body tipper.
7-TON MORRIS, long-wheelbase.

LEYLAND Super Comet.
LEYLAND Comet.

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1958 COMMER 7-ton tipper.

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1954 LAND ROVER (petrol).

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NEW VEHICLES IMMEDIATE DELIVERY.

SUBJECT TO BEING UNSOLD:-

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LEYLAND Comet Model CS3-12R chassis and cab.

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LEYLAND Comet Model CS3-11R chassis and cab.

COMMER 2-ton diesel vans, choice of colour.

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AUSTIN 2-ton 4 x 4, steel fixed-side body, ex-M.O.S.

A.E.C. Magidor, 4-wheel drive, 7.7-litre engine, power winch, 13.50 x 20 tyres, ex-M.O.S.

1959 FORD 7-ton boxvan, inside measurement 20 ft.

by 8 ft. 6 in. high by 7 ft. 6 in. wide, 9.00 x 20

tires, in front, 6-wheel, 2-speed axle, 9.00 x 20

tyres, in excellent condition.

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drive axles, rectangular frame, were required.

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boss ideal for site or quarry work, £850.

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truck, 6LW engine, double-drive axle, 9.00 x 20

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drop-side body, 7.50 x 20 tyres, in good condition.

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engine, 14-ft. 6-in. drop-sided body, 9.00 x 20

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1953 COMMER QN 5-ton forward-control chassis-

cab, petrol engine, fitted 1,000-ml. insulated

tank, bitcote lined, complete with discharge pump and hoses, 38,000 miles, from new used for carrying edible oil, new throughout.

1956 E.R.F. 4.4 (G) Gardner 4LW engine, 18-ft.

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2-ft. 6-in. fixed-sided end tipper, steel body.

1954 FODEN 6-tonner, 4LW engine, full-fronted

Boulby cab, 18-ft. drop-sided body with catch

extensions.

1947 E.R.F. 5.4 tractor, with 14-ton four-in-line steel

bodyed drop-sided end tipping trailer.

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FOR quality tested used vehicles.

1958, 1959 and 1960 CA vans, long and short, from

£225. **BEDFORD** Hawson CA van, one owner, best

class condition, choice of two, from £250.

1956 COMMER Karrrier 3-ton diesel boxvan, 350

cu. ft., separate cab, very clean vehicle, £425.

AUSTIN 30-cwt. diesel van, one owner, £285.

FORD 7-cwt. van, excellent condition, one owner, £175.

FORD 4D 2-ton diesel drop-side truck, one owner, £185.

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CHISWICK HIGH ROAD,

CHISWICK, W.4.

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NEW IMMEDIATE DELIVERY.

7-TON **COMMER** 13-ft. 6-in. wheelbase chassis-cab, 9.00 x 20 tyres, 5-speed gearbox, and air brakes.

COMMER tractor with Scammell couplings.

1961 COMMER tractor, Scammell coupling and trailer, small mileage.

1960 LEVANTE Comet, 14-ft. platform body.

1955 ALBION Chieftain, 18-ft. body.

38 UXBRIDGE ROAD.

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SELLERS AND BAITY (SALES), LTD.

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B.T.C. TRAILER.

NEW E.R.F. 6.6 (G2), light 6-wheeler tipping chassis,

immediate delivery.

USED B.T.C. 15-ton 25-ft. 4-in-line semi-trailers

excellent condition.

1959 COMMER TS3 diesel 7-ton 18-ft. drop-side

truck, 9.00 x 20 tyres, etc.

1960 TRADER diesel 7-ton medium-wheelbase tipper.

1960 TRADER diesel 7-ton short-wheelbase tipper.

1958 BEDFORD diesel medium-wheelbase tipper, 9.00 x 20 tyres, normal control, very clean.

BEDFORD diesel short-wheelbase tipper, forward control, 9.00 x 20 tyres, etc.

1958 SCAMMELL TYPE 10-ton 21-ft. semi-trailer drop-side.

STEEL drop-side tipper bodies, fitted to **TRADER** 13-ft.

and 16-in. chassis, Edbro or Pilot gears, one-day delivery.

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Dec. 15, 1961—THE COMMERCIAL MOTOR 55
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GARLICK, BURRELL AND EDWARDS, LTD.

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BEDFORD. WE OFFER THE FOLLOWING

QUALITY USED VEHICLES,

SUBJECT TO BEING UNSOLD.

THE EMPHASIS THIS WEEK BEING ON

THAMES VEHICLES

TAKEN IN PART-EXCHANGE.

THAMES USED VEHICLES.

1960 THAMES Trader 7-ton long-wheelbase platform truck, fitted heater, screen wash, exterior sun visor, chrome front discs, in immaculate condition, choice of two.

1958 THAMES Trader 6D platform truck, good all-round condition.

1958 THAMES Trader long-wheelbase twin-ram tipper (to be sold at bargain price).

1956 THAMES 4D platform truck.

1958 THAMES 4D platform truck, in excellent condition.

1958 THAMES 4D platform truck, choice of two.

Used Goods Vehicles (contd.)

HARRY DANDO,

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WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

YORK trailers. Full range nearly always in stock, 20-ton tandem axle up to 27 ft.

TRADE for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

NEW VEHICLES.

A.E.C. Mustang twin steer chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £3,095.

A.E.C. Mercury, fitted with Rapier 4-yd, high discharge drive, complete and for immediate delivery, £4,122.

NEW BEDFORDS. Super Vega, 41-seater, 300 diesel, J-type mouldings, top sliding windows, glass roof quarters headrail racks, recharging heater, trimmed in red moquette (Firths 426), exterior blue-ivory, ready for immediate delivery, £4,122.

BEDFORD KGA, rigid 6-wheeler, 2-ton, third axle, 9.00 x 20 12-ply tyres all round, 2-speed, 5-speed. Pilot twin front-ram tipping gear and wood drop-side body, £2,816 7s.

BEDFORD KGAR 12-ton tractor unit, 350 engine, air brakes, 2-speed axle, 5-speed gearbox, 9.00 x 20 12-ply tyres, £6,700.

LEYLAND Super Comet 400 engine, 10.00 x 20 14-ply tyres, heater and demister, fitted with up-to-the-minute 3-compartment Bulker body, improved high-capacity blower, heavy-duty p.t.o., air silencer, all extras for delivery including two quick-release 10-ft. hoses, £4,276 complete in primer.

HANDS 30-ton 20-ft-in-the-well low-loader with Thompson 4-ton winch, £2,197.

LONG WHEELBASE.

BEDFORD 1954 (Dec.) 5-ton A-type long-wheelbase platform, 20-ft. 6-in. long, £250.

B.M.C. good condition throughout, £750.

BRISTOL 1953 8-wheeler, long-wheelbase platform, £500.

MAUDSLAY 1951 8-wheeler, long wheelbase, 24-ft. platform body, £375.

THAMES Trader 1960 7-ton long-wheelbase platform, in exceptionally good condition throughout, £625.

BEDFORD 1956 R6 long-wheelbase platform, complete with hydraulic sack loader, in outstanding condition, £150.

ALBION Reiver, 1956 long-wheelbase 6-wheeler, aluminium underframe, wood floor, good condition, one owner, £600.

TIPPERS.

FORDSON Sunbeam 1955 5-wheel tippers, P6, steel body, suitable for coal or coke, £200.

THAMES Trader, 1959, medium wheelbase, 7-ton diesel, fitted with twin front-ram tipping gear and wood body, £675.

THAMES Trader 6x6, steel body, 9.00 x 20 20 tyres, latest-type braking, this vehicle is almost as new, registered but has never carried a load, £1,375.

A.E.C. Mammoth Major 8-wheel, 1954, 9.6 engine recently fitted (works reconditioned), 16-ft. 9-in. wheelbase, double-deck, fitted with new Pilot tipping gear and wood drop-side body, £2,250.

LEYLAND Comet EC02/R 1954 long-wheelbase wood drop-side front-ram tippers, very well maintained and in good mechanical condition throughout, £500.

LEYLAND Comet EC02/R 1954 normal-control long-wheelbase tippers, Pilot twin front-ram gear and wood drop-side body, in good condition throughout, £1,100.

BEDFORD 1956 5-ton A-type standard wood drop-side tippers, P6 engine, in good condition, £375.

BEDFORD 1956 5-ton 26 8-type standard steel U-shaped body tippers, £285.

ALBION 1956 HNT, fitted with Pilot tipping gear and wood drop-side body, in exceptionally good condition, one owner, £650.

E.R.F. 1960, double-drive 6-wheeler, Gardner 6LNX engine, fitted with wood fixed-side tipping body, this machine has been most carefully looked after by a fastidious owner-driver and is in an-as-new condition throughout, £3,600.

THAMES Trader 1960 7-ton steel-body tippers, recently fitted with new 6D diesel engine, good condition throughout, £750.

A.E.C. 1953 Mammoth Major double-drive 8-wheel, fitted with large-capacity aluminium tipping body with detachable extensions to sides, ideal for bulk coal, in exceptionally good condition throughout, £1,600.

TRAILERS AND ARTICULATED.

BEDFORD 1957 (December) 10-ton tractor unit, Comet engine in good condition throughout, S.A.E. coupling, complete with New York DW2 12-ton 25-ft. platform trailer with 2-ft. headboard, £1,350.

BEDFORD 1958 10-ton R6 tractor unit, complete with Scammell 23-ft. platform trailer on 9.00 x 20 12-ply tyres, this vehicle is in exceptionally good condition and has good tyres, £550.

DODGE 1954 P6 tractor unit, 2-speed axle, complete with Carrimore 23-ft. semi-trailer with boxvan body, £150.

E.R.F. 1946 Gardner 5LW tractor unit, in exceptionally good condition throughout, complete with Hands tandem-axle platform trailer, £875.

DODGE 1954 8-wheel 10-ton tractor unit, all-wheel, air brakes, this trailer is practically unused, £400.

B.M.C. 1957 tractor unit, B.M.C. diesel engine, fitted with S.A.E. coupling, vacuum brakes, £250.

CRANES.

RAPIER 3-ton pneumatic tyres, non-slewing yard crane, full castor action steering gear wheels, £600.

HARRY DANDO,

VAUXHALL MAIN DEALERS.

WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

Used Goods Vehicles (contd.)

**ALL TYPES OF COMMERCIAL VEHICLES
OVER 100 IN STOCK.**

1960 FORD Trader 6D with new 1,200-cu.-ft. Plymax body, Dropwell walk-in tailgate, £1,175. November, **BEDFORD** J-type short-wheelbase tipper, average mileage, 12,000, underfloor and end tipping, year end, £850.

1960 FORD Trader 6-wheel County extension, 21-ft. flat, 9.00 x 20 tyres, very clean, £950.

1960 FORD Trader 7-ton flat, £725.

1960 June, FORD Trader 6-wheel tippers, double drive, third axle, 20-cu.-yd. body, £1,550.

1960 B.M.C. 7-ton diesel tippers, 2-speed axle, steel body, choice of three, £750.

1960 FORD Trader short-wheelbase tippers, drop-side 9.00 x 20 tyres, from £675.

1959 FORD Trader 6D 7-ton flat, choice of 10 from £595.

1959 DODGE 6-ton normal-control short-wheelbase tippers, new wooden drop-side body, P6 engine, as new, £1,050.

1959 FORD Trader 160-in. wheelbase steel drop-side tippers, 15-ft. body, £695.

1959 FORD Trader 6-wheel flat, County extension, 9.00 x 20 tyres, choice of three, bargains, £895.

1958 FORD 10-cwt. County TS3 long-wheelbase flat, 9.00 x 20 tyres, £550.

1958 FORD Trader 6D 7-ton truck, 8.25 x 20 tyres, to clear, £435.

1958 FORD 160-in. wheelbase steel drop-side tippers, 15-ft. body, £695.

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SURLING MOTOR BODIES, LTD.

"THE NAME BEHIND THE SALE."

BEDFORD MAIN DEALERS.

1959 Thames Trader 7-cu.-yd. tipper, diesel, Anthony gear and body. £1,250.
1958 BEDFORD 4D, 1,000-cu.-ft. pantechicon.
1960 BEDFORD J-type 7-ton diesel Telehoist truck, 2-speed rear axles, 6-cu.-yd. bodies, low mileage, choice of two.
1959 BEDFORD 35-cwt. diesel boxvan, excellent condition.
1959 BEDFORD-SCAMMELL 8-ton S-type diesel tractor unit, one tonner, choice of two.
1959 BEDFORD 2-ton S-type diesel tractor unit, 2-speed axle, S.A.E. coupling, complete with Carrimore 24-ft. step frame, sided trailer.
1959 BEDFORD CA Luton van.

1958 BEDFORD CA builder's truck.
1956 BEDFORD 5-ton long-wheelbase diesel tippers, Anthony gear and 5-cu.-yd. steel bodies, clear condition, choice of two.
1956 BEDFORD 5-ton long-wheelbase truck, petrol, platform truck.
1956 BEDFORD S-type 7-ton 300-cu.-in. diesel flat bed.
1956 BEDFORD 5-ton long-wheelbase truck, diesel.
1958 NEW BEDFORD JO pick-up, complete with tilt.
1958 AUSTIN A55 van, green.
1957 COMMER 7-cwt. van, grey.
1959 STANDARD Atlas van.
1958 Thames 7-cwt. van.

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 Gladstone 2727 and 6687.

NEW BEDFORDS

FROM 10 CWT. TO 10 TONS, MOSTLY FROM STOCK.

ALL TYPES OF BODYWORK QUOTED FOR HIRE-PURCHASE TERMS, PART-EXCHANGES. PHONE, COLINDALE 7171.

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 COUNTY ROAD, ORMSKIRK.
 Phone, Ormskirk 2551-2-3.

AFTER 6 P.M. ORMSKIRK 4087.

NEW BEDFORDS in stock.
7-TON BEDFORD TK chassis-cab, 167-in. wheelbase, 330-cu.-in. diesel, 2-speed axle, 9.00 x 20 tyres. USED trucks.

1960 BEDFORD 10-ton S model tractor unit, 300 diesel engine, 2-speed axle, Scammell coupling.

1960 BEDFORD 8-ton tractor unit (diesel), 2-speed new, very nice, £1,050. This very low price, £590.

1959 ALBION 4-cwt. 6-wheel, one C-licence operator only, low mileage, £625.

1959, June, BEDFORD 6-wheeler, new engine recently fitted, platform length 22 ft. Bonalock drop-sided body, in aluminium, total cost of vehicle well over £2,000 new, our price £950.

939-528

JAMES M. FORBES,
 ABERDEEN.

NEW ALBION Reiver Model RE25AL with 24-ft. flat platform body, 9.00 x 20 (14-ply) tyres. NEW ALBION Chieftain tipper, Model CH3ANT on 110 x 22-in. (12-ply) tyres, 110 lb., £1,300.
1959 ALBION Reiver six-wheeler flat platform lorry, body, unladen weight 5 tons, 9 cwt., 110 lb., £1,300.
1958 FORD Trader 5-ton flat platform lorry, unladen weight 2 tons 18 cwt., 28 lb., £500.
1958 FORD 5-ton flat platform lorry, unladen weight 4 tons 4 cwt., £600.
1950 DENNIS refuse collecting wagon, diesel engine, unladen weight 8 ft 4 cwt., 21 lb., £125.
1953 ALBION Chieftain flat platform lorry, unladen weight 3 tons 1 cwt., 84 lb., £800.
1954 GUY Wolf 3-ton drop-side lorry, 37,000 miles, diesel, unladen weight 2 tons 12 cwt., 35 lb., £300.

114-126 HUTCHISON STREET,

ABERDEEN.

Phone 29295.

939-19

PENFOLD MOTORS,
 MAIN BEDFORD DEALERS.

1960 BEDFORD S-type 300 diesel extra-long drop-side truck, 2-speed axle, £800.
1959 LEYLAND Super Comet drop-side truck, 20-ft., 300.
1957 BEDFORD D4A1 artic. unit, Scammell coupling, £150.
1956 BEDFORD SAO artic. unit, with Scammell coupling, £300.
 MANY used BEDFORD Utilibodies available.

PENFOLD MOTORS,
 22 BURNT ASH ROAD,

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INGS ROAD, WAKEFIELD.
 6771, 10 lines.

IMMEDIATE delivery of 40 brand-new Morris-B.M.C., Mercedes-Benz, Commer and Atkinson 5x4 4-, 6- and 8-wheel Milshaw alloy tippers, for bulk coal, timber, etc.
1960 NEW ATKINSON T1786X (Gardner GLX) 12-ton 6-wheel double-drive tractor unit, power steering.
1959 NEW ATKINSON L1786X (Gardner GLX) 17-ton 6-wheel Milshaw 23-ft. alloy tipper, 40 x 8.
1959 NEW ATKINSON M1265T (Gardner SLW) 12-ton light-weight 6-wheeler, 22-ft. bodywork.
1959 NEW ATKINSON T746X (Gardner GLX) 150 b.h.p. 4-wheel or 5-wheel coupler.

1960 NEW MORRIS-M. (Gardner GLX) 7-ton 4-wheeler, Milshaw 15-ft. alloy tippers, choice of six.
1959 NEW ATKINSON L1786X (Gardner GLX) 17-ton 8-wheel Milshaw 23-ft. alloy tipper.

1959 NEW ATKINSON T746X (Gardner GLX) 4-wheel 15-ft. alloy tipper, 22-ft. bodywork.

1959 ALBION Clydesdale (Leyland Comet diesel) 8-ton 4-wheel Milshaw 13-ft. alloy tipper.

1959 THORNYCROFT Trusty 17-ton 8-wheel 25-ft. 4-wheel, 20 ft. wide all brakes, 40 x 8.

1959 NEW ATKINSON S600LW (Gardner 4LW) 8-10-ton 4-wheel Edens 12-ft. alloy tipper.

1959 NEW ATKINSON M644LW (Gardner 4LW) 8-ton 8-wheel Milshaw 15-ft. alloy tippers.

1959 NEW ALBION Reiver 6-wheel (double-decker) 23-ft. alloy tipper.

1958 A.E.C. Mustang twin steer, 7.7 engine, air brakes, 12-ton platform truck, an excellent throughout.

1957 A.E.C. Mercury Mark II (7.5-litre) 8-10-ton 4-wheel 20 ft. wide platform, 20 ft. 20 ft.

1957 NEW ALBION Reiver (Leyland Comet engines) 6-wheel 22-ft. platform, exceptional condition.

1955 LEYLAND Octopus 3600 (9.8-litre) 8-wheel double-drive Pilot 22-ft. tipper.

CHOICE OF 50 HIGH-QUALITY USED FREIGHT AND TIPPERS.

COMPLETE LIST ON REQUEST. 939-226

PRICES (EARL SHILTON), LTD.

ATKINSON, SEDDON AND YORK DISTRIBUTORS.

1959-60 ATKINSON models, L1786X, 8-wheelers, fitted Gardner GLX engine, double drive, 40 x 8, fibreglass cab with heater, 24-ft. alloy platform body, prices from £1,250.

1955 NEW ATKINSON models L1786 8-wheelers, fitted side and platform bodies, prices from £1,250.

1960 FORD Trader tractor, fitted fifth-wheel coupling, 9.00 x 20 tyres, one owner, very sound, £800.

1959 NEW DODGE Type 15 normal-control, fitted with Boys 10-cwt. axle, Pilot tipping gear and bulk tipping body, one owner, very sound machine and ready for work.

1956 COMMER TS3, fitted Baloid extension and 20-ft. platform body.

1958 COMMER TS3 prime mover, fitted new engine, air brakes, fifth-wheel coupling; also 24-ft. trailer, the whole outfit in good condition and ready for work.

1956 FORD 30-cwt. van, fitted 4D diesel engine.

1956 NEW FORD 5- and 7-cwt. vans, one owner, from £150.

1959 A.E.C. van, one owner, £255.

1958 ZEPHYR estate car, one owner, £550.

MORRIS 4 x 4 with winch and crane, £150.

DEALERS for Austin, Commer, Dodge, Ford, Karrer and Land Rover.

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 EARL SHILTON, LEICESTER.

Phone, Earl Shilton 3321-2-3. 939-146

WALTON MOTORS.

As new stabilizer for BEDFORD articulated.

£15. MAUDSLAY, 7.7 engine, 8-ton lorry.

£85. BEDFORD diesel, Scammell tractor.

£100. 1954 LEYLAND Comet long-wheelbase tipper, partly dismantled or still tipping gear and body.

£125. Perkins 6 engine complete with A-type Bedford fittings or Ford, Pilot single-ram tipping gear for A-type.

£150. NEW BEDFORD 6-ton semi-low-loading Trader.

£175. 1958 SCAMMELL 8-ton drop-side truck, choice of four from £200.

£200. 1958 SCAMMELL box or flat trailers, from £50.

£225. BEDFORD petrol low-loader unit and trailer, knock-out back-end, 8-ton, clean condition. 255 Walton Lane, Liverpool, 4. Aintree 1873. 939-479

FORD AND SLATER (LINS), LTD.

MACAULAY STREET, GRIMSBY.

LEYLAND, ALBION, BEDFORD.

1957, July, COMMER TS3, flat platform, reconditioned engine.

1959 LEYLAND Super Comet 6-wheeler, Boys extension, 20 ft. 6-in. drop-side body.

1954 NEW BEDFORD flat platform (good condition), £150.

1960, November, LEYLAND Comet chassis and cab (Model CS1-13R), long wheelbase.

1955. NEW BEDFORD flat platform.

SEVERAL 1954 BEDFORD and Austin long- and short-wheelbase tippers, from £85.

FORD AND SLATER (LINS), LTD.

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Dec. 15, 1961—THE COMMERCIAL MOTOR 57
 (Supplement)

Used Goods Vehicles (contd.)

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JOHN JORDAN.

E.R.F. DISTRIBUTORS, OFFICIAL FORD AND COMMER DEALERS.

Phone, Sandy 271 (three lines).

ARTICULATED vehicles.

1960 COMMER-SCAMMELL 25-ft. platform, one careful owner, air brakes, £1,150.

1960 FEDDON 10-12-ton tractor unit, latest shape, £775.

1959 SEDDON-TASKER, 25-ft. platform, P6, 5-speed, £150.

1952 BEDFORD-SCAMMELL, S-type tractor unit only, very clean, £175.

PLATFORMS.

1960 COMMER Unipower 6-wheeler, 21-ft. platform, power steering, air brakes, £1,350.

1960 COMMER 7-tonner, 18-ft. platform, one owner, £75 each.

1957 COMMER 7-ton, 18-ft. platform, £400.

1956 COMMER QX petrois, 16 ft., £100.

1957 COMMER Superpoise 16-ft. dropside, 5-speed, £295.

1960 FORD Trader 4D, low frame, 152 in., ex stock.

1959 FORD Trader 6D, 17-ft. platform, above average, £650.

1958 FORD 6D, 17-ft. platform, £550.

1956 FORD 4D normal-control 5-ton drop-siders, £225.

1956 FORD 4D normal-control 30-cwt. truck, £225.

1956 DODGE Type J46, R6 8-ton, 18-ft. platform, £325.

TIPPERS.

1961 FORD Trader 75 6D long-wheelbase, 16-ft. low mileage, ideal coal, grain, etc., £850.

1956 FORD 4D long-wheelbase 6-ton tipper, suit coal, grain, etc., £825.

1960 COMMER TS3 standard 6-yard tipper, air brakes, 4-speed, £775.

1957 Late TS3 COMMER medium-wheelbase, factory exchange twin telehoist gear, £625.

LOWEST H.P. Exchanges with pleasure. Open Sunday mornings. 939-246

NORMAND, LTD.

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BEDFORD SALES. BEDFORD SERVICE.

A Large range of new BEDFORD TKS in stock.

1960 COMMER TS3 12-ton tractor unit, automatic lubrication, automatic coupling.

1960 ATKINSON tractor unit, 4LW Gardner engine, automatic coupling, 5-speed box.

1960 6D 6-in. all-wheel bodies, choice of three.

1955 4D 5-ton platform trucks, choice of three.

1955 SEDDON 7-ton long-wheelbase drop-side truck, P6 diesel, excellent condition, £350.

1956 BEDFORD 10-ton tractor unit, R6 engine, automatic coupling.

1955 DENNIS Stork 1,000-cu.-ft. Luton, Perkins engine, good condition.

1954 NEW BEDFORD 5-ton, 1,000-cu.-ft. Luton, reconditioned P6 engine.

ELECTION of new and used small vans, 5-15 cwt.

NORMAND, LTD.

483-491 NORTHOLT ROAD.

SOUTH HARROW.

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DODGE DISTRIBUTORS, PERKINS DIESEL SIGNHOLDERS.

1960 Trader articulator, new engine, 10,000 miles, 25-ft. trailer, excellent condition throughout, £1,195.

1958 DODGE chassis and cab, Leyland engine, very clean vehicle, £700.

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J. URQUHART AND SONS, LTD.

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OFFER THE FOLLOWING VEHICLES:—

NEW.

BEDFORD 7-ton extra-long forward-control truck, diesel engine, 2-speed axle, 8-ft. 6-in. drop-side body.

BEDFORD 4 x 4 R-type 8-cwt. 300 diesel truck, 2-speed axle, power steering, £295.

BEDFORD A5 5-cu.-yd. tipper, P6 engine, £250.

Used Goods Vehicles (contd.)

TOM BYATT (STOKE), LTD.
USED COMMERCIAL SALES DEPARTMENT,
VICTORIA ROAD,
FENTON, STOKE-ON-TRENT.
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TIPPERS.

1960 7-ton BEDFORD diesel tipper, S-type, 6-cu.-yd. wooden tipper body, 9.00 x 20 tyres all round, very good condition.
1960 7-ton BEDFORD diesel tipper, TK, 6-cu.-yd. wooden tipper body, 9.00 x 20 tyres all round, excellent condition.
1958 7-ton BEDFORD petrol tipper S-type, rebuilt, rear and spare used, excellent condition.
1957 6-cu.-yd. BEDFORD diesel, short-wheelbase tipper, 5-cu.-yd. wooden body, good condition; choice of three.
1957 BEDFORD 7-ton diesel tipper, S-type, 6-cu.-yd. wooden body, very good condition.
1959 THAMES Diesel 7-ton tipper, 5-cu.-yd. metal tinner body, good condition.
1959 COMMER TS3 tipper, 6-cu.-yd. wooden body, excellent condition.

TRUCKS.

1960 BEDFORD 7-ton diesel S-type long-wheelbase drop-side truck, 9.00 x 20 tyres all round, very good condition.
1960 BEDFORD 7-ton diesel J-type long-wheelbase drop side truck, 8.25 x 20 tyres all round, excellent condition.
1959 BEDFORD 7-ton diesel S-type, long-wheelbase drop-side, 9.00 x 20 tyres all round, very good condition.
1958 BEDFORD diesel 6-wheeler, 20-ft. double-drop, side body, Bedford 2-speed axle, 9.00 x 20 tyres all round, excellent condition; choice of two.
1957 BEDFORD 6-ton diesel, S-type, long-wheelbase drop-side truck, 8.25 x 20 tyres all round, very good condition; choice of two.

ARTICULATED VEHICLES.

1958 Diesel 10-ton artic. unit, A model, Scammell coupling, very good condition, choice of two. 939-252

CHARLES CLARK AND SONS (COMMERCIAL VEHICLES), LTD.
CHESTER STREET, SHREWSBURY.
Phone 2051.

LISTED below is a selection from our second-hand stock.

1961 COMMER 15-cwt. van, nominal mileage, side loading door, wonderful reduction.
1958 (Late) AUSTIN 7-ton long-wheelbase drop-side truck, reconditioned throughout, on good tyres.
1960 AUSTIN Gipsy, nominal mileage, well tyred.
1958 AUSTIN 15-cwt. Omnivan with side loading door, painted green, well tyred.
1958 AUSTIN 3-ton long-wheelbase tipper with B.M.C. 3.4-litre diesel engine, well tyred, ready for work.

SPECIAL FEATURE.

1959 BEDFORD Utilabreak, in immaculate order, black and white, well tyred.
1959 BEDFORD Workbus, in excellent order throughout, painted green, bargain price.
1958 BEDFORD long-wheelbase van in green, ready for work.
1957 BEDFORD van in green, come and inspect.
1954 BEDFORD van, owner-driven from new, small mileage, bargain price. 939-217

BURGESS AND GARFIELD, LTD.
FORD DISTRIBUTORS,
YARDLEY AND SHELDON,
BIRMINGHAM.
COMMERCIAL VEHICLE DIVISION.
Phone, Aco 6331 and She 5201.

1959 FORD Trader 7-ton 6D 160-in.-wheelbase truck, December, FORD Trader 7-ton 6D 108-in.-wheelbase Anthony drop-side tipper.
1957 FORD Thames 3-ton 138-in.-wheelbase truck.
1957 DODGE P6 short-wheelbase tipper, 7 tons, Eaton 2-speed axle.
1959 Thame 12-seater, choice of three, express blue, cargo grey and ivory.
1960 Thame 15-cwt. pick-up, green.
1959 Thame 15-cwt. van, choice of three.
1960 A55 pick-up, maroon.
1957 Thame 5-cwt. van.
1957 Thame 5-cwt. van.

NEW VEHICLES FOR IMMEDIATE DELIVERY.

FORD Trader 7-ton 6D 152-in.-wheelbase truck.
FORD 7-ton 6D 108-in.-wheelbase Anthony drop-tipper, 9.00 x 20 tyres.
FORD 7-ton 6D 138-in.-wheelbase Electro fixed side tipper, 9.00 x 20 tyres. Eaton 2-speed axle, 8.25 x 20 tyres.
LARGE selection of 5-15-cwt. vans, pick-ups and 12-seaters.
ALL other models early delivery.

939-88

Used Goods Vehicles (contd.)

MARSHALLS (CAMBRIDGE), LTD.
OFFER THE FOLLOWING
COMMERCIAL VEHICLES
AT
AIRPORT GARAGE, NEWMARKET ROAD,
CAMBRIDGE.

Phone 52691.

NEW AUSTIN 7-ton long-wheelbase forward-control 6-cu.-yd. chassis-cab.
NEW AUSTIN 1-ton forward-control van, petrol or diesel.
NEW AUSTIN 16-18-cwt. Omnivan.
NEW AUSTIN 16-18-cwt. Omnitruck.
NEW AUSTIN 13-seater Omnicouch.
1960 THAMES 15-cwt. van, 15,000 miles, £320.
1959 THAMES 6D long-wheelbase 7-ton platform truck, good order, £650.
1959 AUSTIN 7-ton long-wheelbase forward-control diesel platform truck, £600.
1957 AUSTIN 13-ton forward-control diesel van, £225.
1955 AUSTIN 3-ton diesel boxvan, 300 cu. ft., £200.

AT
63 BRIDGE STREET, PETERBOROUGH.

Phone 66011.

1959 BEDFORD Knebus, beige, fitted heater, taxed, good tyres, £425.
1959 AUSTIN A35 van, green, low mileage, good tyres, £275.
1959 MORRIS Minibus, maroon, £410.
1958 BEDFORD 7-ton drop-side truck, £600.
1953 AUSTIN A40 van, green, good tyres, £120.

AT
120 GOLDINGTON ROAD, BEDFORD.

Phone 68386.

1959 AUSTIN A35 van, £250.
1958 FORD 7-cwt. van, £265.
1958 AUSTIN A55 van, £245.
1957 MORRIS Minor pick-up, £225.
1957 AUSTIN 5-ton long-wheelbase normal-control diesel truck, £420.
1956 THAMES 4D 3-ton drop-side truck, £250.
1955 AUSTIN A40 pick-up, £175.
1955 AUSTIN A30 van, £150.
1953 DODGE P6 truck, £175.
1952 Short-wheelbase LAND ROVER, £120.
1939 AUSTIN 8 van, £55. 939-400

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AUTHORISED FORD AGENTS.

NEW FORD Trader 6D. Baico extension chassis, fitted with 152-in. flat deck body.
1960 COMMER Unipower 6-wheeler, 24-ft. body, air brakes, £1,075.
1960 BEDFORD J-type tipper, 2-speed axle, drop-side steel body, underfloor ram, very clean. 675
1960 BEDFORD S-type 7-ton tipper, steel body, Anthony gear, £650.
1960 BEDFORD 7-ton J-type tipper, 2-speed axle, steel body, £650.
1957 ATKINSON 5LW 4-wheeler, 20-ft. platform, 2-speed axle, £625.
1956 ATKINSON 6LW 8-wheeler, 24-ft. Duramin platform, double drive, £775.
1955 ATKINSON, 5LW, 20-ft. body, Hydrovac brakes, £525.
1956 FODEN, SLW, twin steer, £690.

FODEN 6-wheeler FG, 6LW, double drive, Duramin body, choice of two, £1,375 each.
1957 SEDDON long-wheelbase, 9.00 x 20, £250.

1959 DODGE diesel tipper, £656.

HIRE-PURCHASE arranged.

CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962. Sanderstead 1777. 939-192

OVER HALL GARAGES, LTD.
VAUXHALL AND BEDFORD DEALERS.

1958 BEDFORD Utilabreak.

1960 BEDFORD 15-cwt. long-wheelbase van, one owner, low mileage.

1947 1/2-ton body, reconditioned engine and gearbox, brakes recently refined, virtually new tyres, excellent working order, bargain, £799.

NEWW. immediate delivery:—

BEDFORD 15-cwt. long-wheelbase builder's truck.

BEDFORD Workbus and Utilabreak.

BEDFORD 7-ton, extra-long, 300 diesel engine, 2-speed axle, 9.00 x 20 tyres, Pilot twin-ram end-tipping gear, 20-cu.-yd. alloy body.

BEDFORD 7-ton long-wheelbase tippers, 16-cu.-yd. alloy bodies, R6 engines, excellent working order, good tyres, one August, 1954, £475; one November, 1956, £550.

OVER HALL GARAGES, LTD.

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Used Goods Vehicles (contd.)

CHARLES CLARK AND SON (COMMERCIAL VEHICLES), LTD.
AUSTIN HOUSE,
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LISTED BELOW IS A SELECTION FROM OUR SECOND-HAND STOCK:—

1961 COMMER 15-cwt. van, nominal mileage, side loading door, wonderful reduction.
1958 AUSTIN 7-ton forward-control van, petrol or diesel.
1960 AUSTIN 16-18-cwt. Omnivan.
1954 AUSTIN 16-18-cwt. Omnitruck.
1958 AUSTIN 13-seater Omnicouch.
1960 THAMES 15-cwt. van, 15,000 miles, £320.
1959 BEDFORD Utilabreak, in immaculate order, black and white, well tyred.
1959 BEDFORD Workbus, in good order throughout, painted green, bargain price.
1958 BEDFORD long-wheelbase van in green.
1957 BEDFORD van in green. Come and inspect. 939-35

HILLS

1957 GUY Warrior 3-deck 20-ft. cattle truck, container body, 9.00 x 20 tyres, £575.
1959, November, SEDDON 6-wheel 24-ft. flat, Leyland 375 engine, 10.00 x 20 tyres, £1,750.

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DOLBROS (MOTORS), LTD. of **MALDON**
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MAIN FORD DEALER.

WE OFFER THE BEST AT THE LOWEST COST.

1958 TRADER 7-ton tipper, clean, good condition.
1958 TRADER 7-ton tipper, clean, good condition.
1953 BEDFORD 3-ton tipper, good order.
1955 COMMER TS3 7-ton truck, good condition.
1955 THAMES tipper with Perkins.
1959 BEDFORD 29-seater coach, ideal for private use. 939-174

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£550. BEDFORD articulated tractor unit, with Leyland diesel engine, suitable either artic. or pole carrier, in very good order, good tyres.

£500. 1955 COMMER TS3 diesel long-wheelbase truck, in very good order, repainted, good tyres. 939-318

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FINCHLEY.

NEW vehicles for immediate delivery.

THAMES 5-cwt. vans.

THAMES 10-, 12- and 15-cwt. vans.

THAMES 12-seater.

THAMES Trader County 6 x 4 182 truck, 21-ft. truck body. David Brown 5-speed gearbox, 9.00 x 20 12-ply tyre equipment.

4-TON 152-in. TRADER long-frame Luton van, 1,060 cu. ft., ash framed Plymax panels.

1958 THAMES 5-cwt. van, very good condition, £210.

1959 THAMES 5-cwt. vans, choice of four, from £245.

1961 THAMES 5-cwt. van, immaculate, £295.

1959 THAMES 6-cwt. van, excellent condition, £275.

1960 THAMES 7-cwt. vans, choice of two, £285.

1959 THAMES 15-cwt. drop-side truck, £335.

AUSTIN Minivan, 7,000 miles, heater, screen washers, excellent condition, £330.

AUSTIN Minivan, heater, screen washers, excellent condition, £325.

December, COMMER 8-cwt. van, with windscreen, £425.

1961 BEDFORD long-wheelbase Workbus, heater, 2-tone, excellent condition, £365.

USED commercial vehicle department, 297 Ballards Lane, North Finchley, N.12.

HILLSDIDE 8888.

939-119

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION.
AUTHORIZED DEALERS,
COMMERCIAL VEHICLE SPECIALISTS
A L B O N , L E Y L A N D , T H A M E S T R A D E R
IMMEDIATE DELIVERY.

NEW ALBION RE27AN Reiver chassis and cab, 9.00 x 20 tyres. Leyland 400 engine, 6-speed gearbox, transmission, £720.
NEW ALBION VT19AN (for bulk loads), specification as above.
NEW Thame Trader 6D 7-ton chassis and cab, 9.00 x 20 tyres, other extras.
1960 AUSTIN B.M.C. 7-ton long-wheelbase, 18-ft. body, good order.
1959 ALBION Chieftain platform lorry, exceptional condition.
1959, August, LEYLAND Super Comet, long-wheelbase platform body, 2-speed axle, 5-speed box, excellent condition.
1959, ALBION FT37CL Chieftain, 6-speed gearbox, only needs steering.
1958 ALBION Clydesdale, 21-ft. platform body, good condition throughout, including tyres.
1958 BEDFORD Leyland Comet engine, platform body, immaculate condition throughout.
1956 ALBION Reiver, 6-wheel double-drive, 21-ft. 6-in. platform body, as new, excellent condition.
1956, October, A.E.C. 9.6 Majestic, Twin Steer, 21-ft. body, air brakes, good order.
1956 AUSTIN B.M.C. 7-ton platform lorry, 2-speed axle, power steering, very clean and fresh.
1955 LEYLAND Comet 900 hydraulic tipper, alloy fitted side body, good order.
1955 DODGE 10-ton truck, R6 power unit.
1955 Scammell coupling, good.
1953 ALBION Chieftain platform lorry, under 3 tons.
1952 E.R.F. Gardner SLW, 18-ft. platform body, 5-speed gearbox, fitted for trailer work, good order.
1949 MAUDSLAY 8-wheel chassis and cab, A.E.C. 9.6 power unit.
1948 SEDDON, P6 unit, platform lorry.
1948 A.E.C. Matador, 9.6 unit, 18-ft. flat.
A.E.C. 7.7 engines from £50 each. Leyland 7.4, complete with gearbox, from £100 each. Leyland 8.6 engines from £15 each.

WE SOLICIT YOUR INQUIRIES.

MILLBURN MOTORS (PRESTON), LTD.
WALMER BRIDGE, LONGTON,
PRESTON LANCS.
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HAZLEMERE MOTOR CO.
(WALTHAM ABBEY), LTD.
WALTHAM ABBEY,
ESSEX.
Waltham Cross 2732.

A New BEDFORD 4-ton normal-control chassis-cab.
A New LEYLAND Super Comet 14SC-HR chassis-cab.
NEW BEDFORD 7-ton TK, forward-control, chassis-cab, 250 c.c. engine, 5-speed gearbox.
NEW SCAMMELL 12-ton 23-ft. straight-frame semi-trailer platform.
NEW BEDFORD 6-ton, normal control, 120-in. wheelbase, 2-speed axle, 6-cu.-yd. drop-side tipping body, 8.25 x 20 12-ply tyres (choice of two).
1949 SCAMMELL 3-ton mechanical horse, excellent condition with new 4-ton trailer, £325.
1949 BEDFORD 4-ton hand tipper, £125.
1949 BEDFORD 15-cwt. van, £215.
1957 BEDFORD 15-cwt. van, £265.
1958 BEDFORD 15-cwt. van, £265. 939-313

WELCH'S GARAGE (STAPLEFORD), LTD.
1959 FODEN 2-stroke, lightweight 8-wheeler, 24-ft. drop-sided body, general condition very good, not a large mileage.

WANTED.

BEFORE 5-ton normal-control long-wheelbase 14-ft. body, petrol engine, 1958-60.
LYLAND Hippo, air brakes, truck or chassis and cab, suitable for mounting 10-ton crane, 1955-58.
25-FT. 10-ton 4-in-line trailer, S.A.E. coupling.

LONDON ROAD, STAPLEFORD, CAMBS.
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KENNINGS, LTD.
COMMERCIAL VEHICLE CENTRE,
WATLING STREET,
FAZILEY, STAFFS.
Phone, Tamworth 3472.

1959 COMMER 7-ton TS3 all-steel double drop-side tipper, 7 cu. yds. Ebro twin ram gear, £720.
1959 MORRIS 5-ton diesel forward-control boxvan, £265.
1956 BEDFORD 4-ton diesel Scammell unit with 8-ton 18-ft. platform trailer, £275.
1961, July, MORRIS LD05 30-cwt. diesel insulated vans, choice of seven, average mileage 9,500.
1961, June, MORRIS LD05 30-cwt. diesel vans in primer, choice of four, average mileage 14,000.

PART OF THE
KENNING MOTOR GROUP.

939-8

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C O V E R T Y R Y A N D J E F F S , L T D .
COMMERCIAL VEHICLE SPECIALISTS
NEW FOR DELIVERY NOW.
ALBION Chieftain CH3AXL chassis and cab.
LYLAND CSJ-12R chassis and cab.

SEDDON 15-10 standard 6-cu.-yd. tipper complete, Eaton axle, Perkins 354 engine, cab heater.
DODGE 3164AT standard 8-ton 7-cu.-yd. tipper, Eaton axle, Perkins 354 engine, etc.
THE ABOVE ARE NEW AND UNREGISTERED,
AT LIST PRICE.

FLATS. DROP-SIDES. VANS.

1958 GUY Otter Mk. 3 standard drop-side truck, 5.1 engine, a clean, well-tired truck.
1950 DODGE standard drop-side, Perkins P6 engine, well tired, general condition first class, £275.
1959 MORRIS 7-ton 10-cwt. van, £100.
FORD Trader 1957 5-ton drop-side standard truck, one owner, general condition good, £300.

TIPPERS. TIPPERS.

1960, July, DODGE 3145RY medium-wheelbase truck, Leyland engine, Eaton 2-speed axle, well tired on 9.20 x 20, 7-cu.-yd. tipper, £1,450.
1956 B.C. medium-wheelbase tippers with a recent engine overhaul, three available, truck, £75.
1960 DODGE 6-cu.-yd. tipper, owner-driven, Perkins 305 engine, Eaton axle, 9.00 x 20 tyres, £1,150.
1959 FORD standard 7-ton, all-metal body, well tired, all round general condition good, £625.
LYLAND, August, 1957 9-cu.-yd. medium-wheelbase drop-side tipper, well tired on 9.00 x 20 and in first-class condition all round, £695.

OUR LISTS CHANGE DAILY.

WHY NOT
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USED COMMERCIAL VEHICLE DEPOT:
REDCLIFFE BACK.
BRISTOL, 1.

HEAD OFFICE AND WORKS:
STAFFORD STREET.

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PETERBOROUGH ENGINEERING CO., LTD.

1960 BEDFORD J 300 tractor with Scammell drop-side semi-trailer very clean and well shod.
1958 ALBION Chieftain Model CH1H with light-alloy platform body, clean, choice of two, £850.
1957 DODGE 105P6 10-ton long-wheelbase tipper, £780, etc., twin-ram gear, clean, one owner.
1957, Two BEDFORD S long-wheelbase, with Leyland Comet engine, suitable for spares, each £325.
1956 LEYLAND ECOS2-4R platform truck with 6-cu.-yd. tipper, £650.
1956 B.M.C. 7-ton long-wheelbase drop-side truck, clean and well shod, £425.
1955 A.E.C. Mercury MK. I, light-alloy platform, £425.
1955 ALBION Reiver with 23-ft. light-alloy drop-side body, one owned, £625.
1956 DODGE 105P6 10-ton long-wheelbase tipper, choice of two, each £250.

36-42 EYE ROAD,

PETERBOROUGH.
Phone 66161. 939-333

FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY,
N.W.2.

Open 8.30 a.m. to 5.30 p.m. Monday to Saturday,
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NEW DODGE trucks for early delivery.

NEW Thame 15-cwt. vans and trucks, also 12-seaters.

NEW Thame Diesel trucks and chassis-cabs.

NEW MORRIS vans, 1-ton-30-cwt., J2, J4 and LD.

ALL the above vehicles available from stock.

1960 Thame 15-cwt. van.

1957 Thame 3-ton short-wheelbase 4D diesel truck.

1960 MORRIS Mini-van, usual extras, excellent condition.

1959 BEDFORD Workbus, one owner, excellent condition.

1955 COMMER TS3 drop-side truck, £175 o.n.o.

939-142

Bristol Motor Co., LTD.

ASHTON GATE,

BRISTOL, 3.

Phone 664013-7 and 664246-9.

NOVEMBER, 1960, AUSTIN 6-wheel 22-cu.-yd. all-minimum-bodied end tipper, fitted with Endrison trailing axle and Eaton 2-speed axle, automatic chassis lubrication, cost £3,300 when new, mileage now 21,000, £1,900.

MARCH, 1960, MORRIS-COMMERCIAL 7-ton long-wheelbase twin-ram end tipper fitted with 5-cu.-yd. drop-side wood body and 9.00 x 20 tyres, £875.

COMMERCIAL VEHICLE SALES DEPOT, Ashton Vale Rd., Bristol, 3. 939-349

Dec. 15, 1961—THE COMMERCIAL MOTOR 59
(Supplement)

Used Goods Vehicles (contd.)

THOMAS S. W. WHITNEY AND CO., LTD.

MAIN FORD DEALER.

279-283 SCOTLAND ROAD,

LIVERPOOL 5.

Phone, North 3191 (10 lines).

1960, February, 7-ton long-wheelbase Thame Trader, platform, 9.00-20 12-ply, £650.

1959, October, 7-ton medium-wheelbase BEDFORD 4D, steel-body tipper, £550.

1958, December, 7-ton short-wheelbase Thame Trader steel drop-side tipper, £550.

1959, February, Thame Trader artic. unit, fifth-wheel coupling, £500.

1957, November, 7-ton Thame Trader 4D drop-side, £400.

1956, November, 7-ton long-wheelbase LEYLAND Comet 95 wood-body tipper, £850.

1956, April, 7-ton long-wheelbase Thame 4D drop-side, £400.

1955, November, 7-ton long-wheelbase BEDFORD 4D, Perkins high-side wood-body tipper, £375.

ALWAYS IN STOCK

A GOOD SELECTION OF USED PLATFORM AND TIPPING TRUCKS.

2-7 TONS, FROM £50 UPWARDS.

ALL READY FOR WORK.

NEW THAMES TRADERS.

ALL MODELS IN STOCK INCLUDING THE NEW 7-ton 5-SPEED GEARBOX AND OVERDRIVE TOP H.D. 6-WHEEL TIPPING CHASSIS.

SCAMMELL ARTICULATED UNITS.

DEMONSTRATIONS GLADLY ARRANGED ON THE ABOVE.

PLEASE PHONE YOUR REQUIREMENTS.
939-42

MAYDAY MOTORS, LTD.

DODGE DISTRIBUTORS.

EARLIEST DELIVERY ALL MODELS.

NEW Thame 7-ton 6D diesel tipper, steel body.

NEW immediate delivery, choice of two, £1,450.

NEW AUSTIN 1-ton petrol van, £176.

NEW 7-cwt. Thame van, in primer, at £417 6s.

NEW 3-cwt. Thame van, in primer, at £389 7s.

Thame 7-ton tippers, two, £525.

DODGE 103P6 6-ton tipper, 2-speed axle, choice of two, £525.

DODGE 8-ton forward-control, 8-yd. body, Leyland engine, choice of two, £875.

DODGE 101AP6 3-yd. steel-body tippers, 2-speed axle, £425.

DODGE 103AP6, alloy body, 2-speed axle, £425.

DODGE 103AP6 alloy 6-yd. tipper, 9.00 x 20 tyres, £415.

DODGE 6-ton 103AP6 6-yd. tipper, wooden body, reconditioned engine, £395.

1955 DODGE 6-ton platform 3-ton, £175.

AUSTIN 5-ton long-wheelbase truck, petrol, £50.

DODGE diesel boxvan, £200.

MAYDAY RD., Thornton Heath, Croydon, Thornton Heath 3473-4-5. 939-307

ELT BROS., LTD.

FORDSON Thame 4D diesel 30-cwt. lorry, £200.

FRIDSON Thame 4-cylinder petrol 4-ton lorry, £65.

DODGE 5-ton P6 diesel long-wheelbase lorry, all-alloy body, £285.

BEDFORD D-type petrol 5-ton long-wheelbase lorry, very clean, £425.

DODGE 5-ton diesel tipper, 2-speed axles, choice of several, from £200.

PART-EXCHANGES AND HIRE-PURCHASE A PLEASURE.

ELT BROS., LTD.

BEDFORD AND VAUXHALL DEALERS,

DEKINS ROAD,

BIRMINGHAM, 25.

Phone, Victoria 2742-3-4. 939-80

1960 Trader artic. unit, £770.

OR with 22-ft. trailer, £1,100.

1958, October, Thame 7-ton 6-yd. drop-side Anthony tipper, one owner, £595.

1958, BEDFORD 100-cu.-yd. artic. unit and low-load trailer with knock-out axle, £800.

PERCY HENDY, LTD.

VINCENTS WALK, SOUTHAMPTON.

Phone 28331.

THAMES HOUSE, CHANDLER'S FORD.

Phone 2271. 939-396

443

Used Goods Vehicles (contd.)

PHILLIPS MOTOR SERVICES (SHEFFIELD),
LTD.

A.E.C. DODGE TROJAN SERVICE.
OFFICIAL TECALEMIT SYNDROMIC AND A.C.L.
FITTING STATION.

NEW vehicles in stock.

A.E.C. MERCURY long-wheelbase fitted with 22-ft.
alloy body.

SECOND-HAND tipping vehicles.

1959 FORD long-wheelbase (twin ram), double drop-side body, choice of two, £550.
1960 FORD, 138-in. wheelbase, double drop-side body.

1959 A.E.C. 8-wheeler (Pilot tipper and body).

SECOND-HAND drop-side and platform vehicles.

1958 FORD Traders, choice of three.

1957 GUY Warrior.

1954 BEDFORD 7-ton.

VANS.

1959 FORD 15-cwt.

443 HANDSWORTH ROAD,

SHEFFIELD, 13.

Woodhouse 2541 (three lines), 939-517

CHANDLERS MOTORS, LTD.

ESTABLISHED 43 YEARS

LUTON vans and pantechnicons.

1,600 CU.-FT. 1953 GUY with Perkins P6, Plymax body, excellent tyres, £265.

1,250 CU.-FT. 1956 FORD 4D, Plymax body, drop side, £350.

1,100 CU.-FT. 1955 MORRIS, petrol, removal pantechnicon with reconditioned engine, Plymax body, £265.

1,000 CU.-FT. 1958 AUSTIN petrol pantechnicon, low-loader, £265.

1,000 CU.-FT. 1954 AUSTIN diesel, forward control, integral cab with drop well, £330.

400 CU.-FT. 1958 BEDFORD petrol 3-ton boxvan.

400 CU.-FT. 1959 BEDFORD 3-ton diesel boxvan.

400 CU.-FT. first-class condition, ex-biscuit manufacturer, £450.

20 FT. SCAMMELL 20-ft. trailer, £160.

TRUCKS and units.

1956 BEDFORD 5-ton petrol tipper, £320.

1956 B.M.C. 7-ton diesel truck, with power steering, £360.

1955 BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £295.

1955 DODGE 6-ton petrol tipper, 6-cu.-yd. drop-side steel body, in good condition, £180.

CHANDLERS MOTORS LTD., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 939-370

1956 AUSTIN 5-ton diesel platform body, £225.

1953 LEYLAND Comet, 18-ft. drop-side body, £300.

1953 ALBION Chieftain, 18-ft. platform body, £200.

1957 COMMER TS3 diesel, 18-ft. platform body, £625.

COMING—shortly—

1957 LEYLAND Comet tractor with 15-ton low-load trailer with knock-out rear axles.

S.P. MOTORS (GRIMSBY), LTD., Humber Bridge Rd., Fish Docks, Grimsby. Phone 57474.

939-12

S. HUGHES (COMMERCIAL), LTD.

WHITEHALL GARAGE,
WHITEHALL ROAD, GOMERSAL,
NEAR LEEDS.

Phone, Bradford 681144-9.

BRITAIN'S LARGEST STOCKISTS OF
COMMERCIAL VEHICLES
CAN OFFER FOR

IMMEDIATE DELIVERY FROM STOCK.

NEW E.R.F. 8-wheelers, 4.4 (G) and tractors, A.E.C. 8-wheelers, 4-wheelers, the new A.E.C. Mercury tractor with fifth-wheel coupling, Mandator tractor and Mercury twin steer. New Leyland 13R Comet tractors with fifth-wheel coupling, Albion Chieftain tractor, Alton Reiver RE25AT, RE27AL and Super Reiver RE29L.

OVER 100 4-, 6- and 8-wheelers, flats and tippers from 1955 to 1961, for immediate delivery.

SEND FOR LIST.

NIGHT PHONES:

CLECKHEATON 2461-2.

MIRFIELD 2370.

WALES: R. COWDELL NEWPORT 59866.

939-9

A44

Used Goods Vehicles (contd.)

PARKER AND SON (AUTOMOBILES), LTD.

A.E.C. AND DODGE DISTRIBUTORS.

HEAD OFFICE:—

ST MARY'S BEDFORD.

Phone, Bedford 68694.

OFFER A SELECTION OF THEIR

USED STOCK.

DODGE cattle trucks on 7-ton long-wheelbase diesel chassis with 2-speed and Balco extension, good condition, choice of several, £600 each.

DODGE 1956 hydraulic tipper, £6, £300.

COMMER 15-cwt. forward-control van, 1960, heater, £400.

COMMER TS3 1956 platform lorry, 18 ft. long, reconditioned engine and new braking system 10,000 miles ago, good tyres, £450.

COMMER TS3 1956 platform lorries, 18 ft., good tyres, excellent condition, choice of two, 1957, at £550.

FORD 12-cwt. van, 1958, repainted, reconditioned engine, £295.

LAND ROVER short wheelbase, petrol, 1955, five new tyres, one owner, £250.

LARGE SELECTION OF VANS AND PICK-UPS.

IMMEDIATE DELIVERY OF A.E.C., DODGE, FORD STANDARD AND LAND ROVER COMMERCIAL VEHICLES.

OFFICIAL TECALEMIT AUTOMATIC CHASSIS LUBRICATING FITTING STATION.
BRANCHES:—

CLAPHAM, **F**ENSTANTON, **S**T. **I**VES.

939-451

CURCH ROAD MOTORS

(SOUTHEND-ON-SEA), LTD.

1959, July, DODGE 6-ton 6-yd. diesel tipper, steel dropside body, completely refitted, a super vehicle, £750.

1959 FORD Trader 7-ton truck, a specimen vehicle, £750.

1951 ALBION 8-ton platform truck, 4-cylinder diesel engine, well tired, ex brewery, £275.

1959 BEDFORD 7-ton tipper, low mileage, one owner, £675.

EMPEROR GARAGE, Hadleigh, Essex. Phone, 939-353.

NEW LEYLAND Beaver tractor chassis-cab, with P680 engine and fifth-wheel coupling.

NEW LEYLAND Comet CS3 tipper, Pilot gear and 4-cu.-yd. alloy body.

NEW ALBION Super Reiver Model RE29AN chassis-cab.

NEW ALBION Reiver Model RE25AN chassis-cab.

NEW ALBION Chieftain Model CH3AXL chassis-cab.

NEW SCAMMELL 23-ft. 10-ton platform trailer.

NEW BEDFORD TW diesel 4-ton drop-side truck.

1957, October, BEDFORD Luton van, approximately 1,500 miles, good condition, 1-ton chassis with Leyland engine, in very good condition, £180.

1955 LEYLAND Octopus long-wheelbase platform truck.

1947 BRISTOL 31-seater buses.

1947 LEYLAND 31-seater coach.

JEFFREYS COMMERCIAL MOTORS. Phone, Swansea 72415 (three lines).

1960 Trader 30-cwt., 4D drop-side truck with tilt, immaculate, £575.

1960 FORD Trader 7-ton 160-in.-wheelbase platform truck, excellent condition throughout, £695.

1958 FORD Trader long-wheelbase fixed-sided tipper, £495.

1957 FORD Thames 4D long-wheelbase drop-side tipper, £195.

1956 BEDFORD S-type P6 tipper, steel fixed-sided body in very good condition mechanically, well tyred, £250.

SANDCLIFFE GARAGE, LTD., Stapleford, Nottingham. Phone, Sandiacre 2234. 939-77

COUNTY OAK SERVICE STATION, LTD.

VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.

Phone, Crawley 25475-6-7.

1960 BEDFORD Workbus, long wheelbase, £400.

1960 AUSTIN 152 van, £295.

1959 BEDFORD Workbus, many extras, one owner, £315.

1959 BEDFORD 15-cwt. long-wheelbase van, one owner, £285.

1959 6-ton BEDFORD normal-control short-wheelbase diesel tipper, one owner, very clean vehicle, £645.

1959 FORD 15-cwt. Thames van, £285.

1958 BEDFORD 5-ton forward-control long-wheelbase truck, petrol, £375.

1958, October, FORD 5-cwt. van, £240.

1958 COMMER 30-cwt. van, diesel, one owner, £200.

1957 5-ton FORD Trader 4D truck, £375.

1957 BEDFORD Workbus, £245.

1957 7-ton DODGE diesel tipper, very good condition, £375.

1948 AUSTIN 2-ton meat van, £150.

1947 AUSTIN meat van, £125.

939-361

Used Goods Vehicles (contd.)

ROOSES, LTD.

OFFER—

1959, January, BEDFORD Martin Walter Utiliblare, excellent condition, painted blue, £225.

1960, November, COMMER 15-cwt. T-door van, petrol engine, painted blue, excellent condition, £300.

1961, May, COMMER 15-cwt. 12-seater light bus, petrol engine, heater, painted green, £250.

1958, November, COMMER 7-ton Rover diesel dropside, 9.00 x 20 tyre equipment, excellent condition, £250.

1953, March, KARRIER YORKSHIRE mechanical sweeper collector, good working condition, £50.

1949, June, COMMER 8-ton platform lorry, petrol engine, painting blue, reconditioned engine recently fitted, tyres good, £75.

1953, August, KARRIER Bantam tractor and articulated platform trailer, good condition, painted blue, £120.

1957, December, August OMNIVAN, good order, C licence user, painted blue, £90.

1960, June, BEDFORD 10-12-cwt. van, £265.

COMMERCIAL VEHICLE DIVISION.

ROOSES, LTD.

CHESTER ROAD,

MANCHESTER, 15.

Phone, Blackfriars 6677.

938-13

SOUTHERN COUNTIES GARAGES, LTD.

CRAWLEY, SUSSEX.

A GENTS for Austin, Ford and Standard commercials; a large section of new and used vans and trucks always in stock.

1959 NEW Ellasses Trader 4-ton drop-side truck, 152-in.

1959 NEW AUSTIN 4-ton 404 forward-control chassis-cab.

1959 NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in. wheelbase.

1960, May, AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, £895.

1959, December, AUSTIN 7-ton diesel, platform truck, 2-speed, £425.

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1959, December, AUSTIN 7-ton diesel, platform truck, 2-speed, £425.

Used Goods Vehicles (contd.)

USED UNITS.

1948 MAUDSLAY 3-wheeler tipper, 7.7 engine.
1955 GUY Invincible tipper, 5LW engine.
1953 VULCAN 7GF tractor unit, P6 engine.
1958 GUY Warrior medium-wheelbase tipper.
1958 ATKINSON 6-wheeler 6LW platform, excellent condition.
1947 BEDFORD 29-seater bus, petrol engine, clean condition.
1958 FORD Trader 6D van, 14 ft. by 7 ft., 6 in. by 7 ft.
1959 AUSTIN B.M.C. long-wheelbase platform truck, 16-cu.-in. cylinder, B.M.C. diesel, Tasker low-loader trailer, 16 ft. well, B.T.C. fitting.
1954 BEDFORD S-type platform, R6 engine.
SEND for detailed priced list of all our vehicles.

USED UNITS.

WHITFIELD,
BURNLEY, LANCS.
Phone 2262.

939-69

PRAILLS (HEREFORD), LTD.

COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON, AUSTIN, FORD, DODGE.

NEW THAMES TRADER 7-ton diesel 138-in.-wheelbase chassis-cab, fitted with Ebdro twin ram tipping gear and 12-ft. 6-in. all-steer 10-cu.-yd. body, 9.00 x 20 tyres, immediate delivery.
1960 7-ton THAMES TRADER diesel 6-in. drop-side body, 20 ft. 2 in. x 7 ft. 6 in.
1959 7-ton AUSTIN diesel, 18-ft. drop-side body, power steering, 9.00 x 20 tyres.
1959 7-ton FORD TRADER diesel 20-ft. platform truck, 2-speed, 20 ft. 2 in. x 7 ft. 6 in. tyres.
1958 6-ton BEDFORD diesel Leyland engine, 17-ft. 6-in. drop-side body, 9.00 x 20 tyres.

PRAILLS (HEREFORD), LTD.

HOLMER ROAD,

HEREFORD.

Phone 4221.

939-55

NORMAN REEVES MOTORS, LTD.

215 HIGH STREET,

UXBRIDGE, MIDDX.

Phone, Uxbridge 33444.

FOR new light vans and heavy commercials.

939-320

DICKINSON AND ADAMS, LUTON, LTD., Leagrave Rd., Bedford, offer:-
1958, October 24, 1958, 7-ton TRADER platform truck, 18-ft. body, diesel, £580.
1955, October 18, COMMER 7-ton TS3 diesel platform, alloy frame, wooden body, £285.
1959, Anthorn underframe car, 11-ft. 6-in. body, low mileage, good condition, taxed December, £525.
1956 MORRIS 5-ton drop-side truck, reconditioned engine, 16-ft. 6-in. body, £125.
1953, October 26, 1958, FORD 7-ton drop-side truck, taxed to December, 16-ft. body, £85.
1958, MORRIS JB van, 10-12-cwt., £175.
1958, BEDFORD CA van, £185.

BEDFORD Grafton 12-seater, re-sprayed as new, £320.

5-ton AUSTIN petrol drop-side truck, well used, taxed to December, £100.

1960 BEDFORD CAVL long-wheelbase van, red, £345.

DICKINSON AND ADAMS, Luton 51221.

939-524

MORRIS diesel 5-ton tipping lorries, ex County Council, in good running order, choice of four, bargains, £125 each.
1958 5-ton tipper, 4D diesel, July, 1956, taxed December, drop-side steel body, good runner, £195.
1952 BEDFORD 2.3-ton long-wheelbase drop-side truck, very good condition, taxed and ready for use, £200.
1956 BEDFORD diesel A-type 5-ton tipper, in very good condition, £295.
1953 E.R.F. 7-ton tipper, 4LW Gardner engine, 5-speed gearbox, good condition, £395.
SOUTH MIDLANDS ENGINEERS, Stratford Rd., Shipston-on-Stour, Phone 624 and 6122, 939-78.

1955 LEYLAND Octopus, overdrive, platform 25-ft. bargain, £785. Dyson 4-wheel 8-ton drawbar tipping trailer £25. Walker and Son (Faullers), Ltd., Offerton Rd., Tuxford, Newark, Notts. 940-6057.

LEYLAND and E.R.F. pole wagon outfits for sale.

L Prices and details, apply Williams and Son, Bromyard, Phone 3133, 2171.

940-9170

BENTLEY BROS. (SHEFFIELD), LTD.

VAUXHALL, BEDFORD MAIN DEALER,

71 THE WICKER, SHEFFIELD, 3.

Phone 29281.

1958 BEDFORD 5-ton normal-control 300-cu.-in. diesel long-wheelbase chassis and cab, good tyres, ready for immediate use, £995.
1958 THAMES TRADER long-wheelbase diesel drop-side truck, Eaton 2-speed axle, 8.25 x 20 12-ply tyres, low mileage, excellent in every detail, £450.
1958 BEDFORD 7-ton long-wheelbase forward-control drop-side truck, 300-cu.-in. diesel, 8.25 x 20 12-ply tyres, one local owner, fit for years of work, £525.

1957 DODGE 7-ton diesel long-wheelbase twin-ram tipper, wooden body, Eaton 2-speed axle, 9.00 x 20 12-ply tyres, owner-driven from new, immaculate, £525.

1956 BEDFORD 7-ton long-wheelbase drop-side petrol truck, 9.00 x 20 tyres, Eaton 2-speed axle, £150.

H.P. Facilities can be offered on all the above vehicles.

939-48

Used Goods Vehicles (contd.)

I SHERWOODS GARAGES, LTD.

DODGE AND E.R.F. DISTRIBUTORS.

1960, December, FORD Trader 6-wheel tipper.
1960 COMMER 15-cwt. forward-control van, diesel engine.
1960-61 B.M.C. Luton vans, 500 cu. ft.
1959 COMMER TSI 7-ton tipper.
1959 BEDFORD 7-ton drop-side truck, Leyland Comet engine, long wheelbase (Registered) DENNIS 6-ton tipper (ex-Ministry), Dennis Max diesel engine.
1958 SEDDON 7-ton drop-side tipper.
1958 COMMER TS3 7-ton long-wheelbase platform truck.
1956 FORD Thames 5-ton drop-side tipper, Perkins engine.
1954 FORD Thames 4D long-wheelbase drop-side truck.

110 BUXTON ROAD,

STOCKPORT

Phone, Stockport 5083.

939-490

C OX'S MOTORS (HILL TOP), LTD.

1959 MORRIS 4-wheel-drive scow-end tipper, diesel engine, £750.
1952 E.R.F. 8-ton long-wheelbase truck, 4LW Gardner engine, £300.
1959 BEDFORD 15-cwt. van, long wheelbase, £275.
1960 COMMER TS3 short-wheelbase tipper, £950.
1960 DODGE 6-wheel long-wheelbase tipper, Leyland engine, £1,650.
1959 AUSTIN 7-ton long-wheelbase tipper, 16-ft. body, £775.
1958 LEYLAND Comet long-wheelbase coal tipper.
1958 AUSTIN B.M.C. 7-ton short-wheelbase tipper, 22,000 miles, £725.

TERMS AND EXCHANGES ARRANGED.

C OX'S MOTORS (HILL TOP), LTD.

127 HILL TOP, WEST BROMWICH.

Phone, Wednesbury 0470 and 1047.

939-482

BARNARDS,

STOWMARKET.

FODEN, 1952 6-wheeler, Gardner 6LW engine, 9.00 x 20 tyres, 24-ft. platform, front boost brakes, £525.
BEDFORD, 1958 (November), S model 7-tonner, 300 B.D. diesel, 2-speed axle, fitted Boys third axle, 22-ft. alloy platform, £965.
B.M.C., 1958, 7-ton long-wheelbase tipper, Telecab, hoist, twin ram gear, best sides, sack loader, 9.00 x 20 tyres, £875.
COMMER, 1958 (November), TS3 long-wheelbase truck, air brakes, overdrive, new, 9.00 x 20 Michelin X tyres rear, £725.
PHONE, Stowmarket 621 (five lines).

941-6084

Willys JEEP, M.O.T., £75.

FORD THAMES 7-cwt. van, £210.

FORD THAMES 4-ton 4D truck, very good condition, £425.

DODGE 6-ton tipper, good condition, £375.

BEDFORD Workibus, 12-seater, new engine just fitted, £200.

BEDFORD Dormobile caravan, two berths, £400.

BEDFORD 7-ton long-wheelbase drop-side truck, £425.

AUSTIN 15-cwt. Omnivan, good condition, £625.

AUSTIN 5-ton truck, diesel, P6 engine, £100.

DORMOBILES or 12-seaters for sale or hire.

CONTRACT hire of Land Rovers and light vans.

APPLY for terms.

COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey, Phone, Guildford 26907.

1959 B.M.C. 7-ton 7-cu.-yd. short-wheelbase tipper, 4-speed, body with double underfloor gear and Eaton 2-speed axle, £775.

FORD 7-ton Trader, 160-in. wheelbase, with drop-side truck body, £650.

FORD 7-ton truck, £650.

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1960 COMMER 7-ton long-wheelbase drop-side tipper.

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TRADER 5-ton 152-in. wheelbase truck.

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THAMES Trader 6 x 2 182-in. wheelbase 6D chassis-cab,
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939-62

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TRADER 7-ton 160-in. wheelbase 6D diesel truck.

TRADER 5-ton 152-in. wheelbase 4-cylinder diesel

TRADER 5-ton 152-in. wheelbase 4D diesel chassis-cab.

TRADER 7-ton 108-in. wheelbase diesel Anthony hoist

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1954 BEDFORD 36-seater Duple Plaxton and Burlinghams, certificates of fitness 1964, from £1,350 to £1,600.

1953 BEDFORD 37-seater plus courier Plaxton, red moquette, radio, heaters, certificate of fitness 1965, price £1,750.

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1958 BEDFORD Duple 41-seater, diesel, certificate of fitness 1965, red-ivory.

1958 BEDFORD Duple 41-seater, petrol, certificate of fitness 1965, cream; choice of two.

1957 BEDFORD Plaxton 38-seater, petrol, certificate of fitness 1964, ivory-blue.

1956 BEDFORD Plaxton 41-seater, petrol, certificate of fitness 1966, cream-blue.

1955 BEDFORD Plaxton 36-seater, petrol, certificate of fitness 1965, ivory-blue.

1955 BEDFORD Duple 36-seater, R6 diesel, certificate of fitness 1965, black.

1955 BEDFORD Duple 36-seater, petrol, certificate of fitness 1965, blue-grey.

1954 BEDFORD Duple 36-seater, R6 diesel, certificate of fitness 1964, blue-cream.

1954 BEDFORD Duple 36-seater, petrol, certificate of fitness 1964, two-tone blue.

1953 BEDFORD Burlington 35-seater, Leyland diesel, certificate of fitness 1963, cream-blue.

1952 BEDFORD Duple 35-seater, petrol, certificate of fitness 1963, red.

1952 BEDFORD Duple 33-seater, petrol, certificate of fitness 1962, maroon-cream.

1952 BEDFORD Plaxton 33-seater, petrol, certificate of fitness 1962, orange-cream.

1952 BEDFORD Duple 28-seater, petrol, certificate of fitness 1962, green-cream.

1955 COMMER Plaxton 41-seater, diesel, certificate of fitness 1965, maroon-cream.

1955 COMMER Duple 41-seater, diesel, certificate of fitness 1965, red-cream.

1954 COMMER Plaxton 39-seater, diesel, certificate of fitness 1963, cream-ivory.

1950 COMMER Plaxton 31-seater, petrol, certificate of fitness 1963, blue-grey.

1955 LEYLAND Duple 16-seater, diesel, certificate of fitness 1965, red-cream.

1951 LEYLAND Royal Tiger Wimborne 38-seater, diesel, certificate of fitness 1943, blue-cream.

1950 LEYLAND Harrington 37-seater, diesel, certificate of fitness 1963, blue.

1953 A.E.C. Plaxton 35-seater, diesel, certificate of fitness 1963, green-ivory.

1951 A.E.C. Yeats 41-seater, diesel, being rechristened, red-grey.

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SUITABLE FOX WORKERS CONTRACT OR TRAVELLING SHOPS.

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DENNIS Lance t 35-seater half-cab, 1949, certificate of fitness to 1963.

BEDFORD Duples, 29-seaters, certificates of fitness, choice of three from £390.

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GUY double-deckers, fitted 1953 Charles Roe 53-56-seater metalized top deck and Eastern Coachwork all metal thin-wall high-bridge and low-bridge bodies, chrome half sliding windows, etc., with late-series low-mileage SLW Gardner engines, tuning 10,000 miles, seasonal use only, some remodeled last year, in super mechanical and body condition, certificate of fitness 1963-63-62, price £250-£350.

1950-48 BRISTOL 53-55-seater Metcam and Eastern Coachwork all metal high-bridge and low-bridge bodies, half sliding windows, etc., with late-series low-mileage 7.7 A.E.C. SLW Gardner and Bristol AV 9.8 diesel units, in super mechanical and body condition, certificate of fitness 1965-62, price £375-£450.

1948-49 BRISTOL 56-seater Metcam all-metal bodies, fitted A.E.C. 7.7 diesel units, in super mechanical and body condition, certificate of fitness 1963-62.

1948 LEYLAND Beadles, first registered June 1952 with Beadle all-metal 35-seater Continental full-luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1965, just into stock three years, price £750.

1950-51 BRISTOL Duples, first registered June 1952 with Beadle all-metal 35-seater Continental full-luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1965, just into stock three years, price £750.

1948-49 BRISTOL Regals, Mk. III, 33-seater Plaxton, Duple, and Harrington full-luxury coach bodies, seasonal use only, 9.6 diesel units, in super mechanical and body condition, certificate of fitness end of 1963, price £400-£450.

1948-49 BRISTOLs with Eastern Coachwork and Bristol A.E.C. Regals, 33-36-seater, oval all-metal bodies, with low-mileage 7.7 A.E.C. 9.8 diesel unit, from large operator in coastal resort, seasonal use only, choice of two, price £800.

1952 31-seater BEDFORD Vegas, with fully fronted Duple bodies, no bulkhead, low-mileage petrol engines, from large operator in coastal resort, seasonal use only, certificate of fitness 1963 to end of 1964 with Gardner 6LW diesel units, seasonal use only, choice of 10, price £650-£750.

1949-50 A.E.C. Regals with Harrington 32-seater coach bodies, high-backed coach seating, fitted A.E.C. 7.7 unit, certificate of fitness 1963, choice of 15, price £350-£400.

1949 BRISTOLS fitted Duple full-front full luxury coach bodies, certificate of fitness 1963 to end of 1964, with Gardner 6LW diesel units, seasonal use only, choice of 10, price £650-£750.

1949 BRISTOLs fitted Duple full-front full luxury coach bodies, certificate of fitness 1963 to end of 1964, with Gardner 6LW diesel units, seasonal use only, choice of 10, price £650-£750.

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Dec. 15, 1961—THE COMMERCIAL MOTOR 67
(Supplement)

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COACH SHOWROOMS AND SERVICE STATION,
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FARNHAM, SURREY.

Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.
AFTER 6 P.M., FARNHAM 4481.

We are now taking orders for 1962 model coaches. Plaxton, Burlington, 41-seater bodies on new Bedford petrol- and diesel-engined chassis, 2-speed axle optional; also new Bedford 29-seater models.

LET US QUOTE NOW FOR YOUR NEXT YEAR'S REQUIREMENTS.

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1959 BEDFORD SBDI diesel, 41-seater Duple, many extras, sun visor, green interior, light-dark green exterior, one owner, certificate of fitness January 1966, £2,950.

1961 FORD Thames Trader, radio, red interior, grey exterior, heater, roof quarters, 41-seater Duple, 2-speed axle, exceptional condition, as new, certificate of fitness January 1968, £3,650.

1959 BEDFORD Super Vega, petrol, Duple 41-seater, glass roof, quarters, heaters, £2,975.

1959 BEDFORD Super Vega, petrol, Duple 41-seater, blue interior trim, exterior blue and cream, certificate of fitness 1964, £2,950.

1957 BEDFORD, fitted new Bedford 300-cu-in diesel engine, Duple 41-seater Super Vega body, red interior, £2,850.

1958 BEDFORD, petrol, Duple 41-seater Super Vega body, red interior, very clean, £2,475.

1957 BEDFORD, petrol, 37-seater, blue interior, blue-grey exterior, one owner only, above average condition, £2,400.

1957 DENNIS Lancet, under-floor engine chassis, 41-ft. long, Burlington body blue moquette to seats, exterior blue and cream, certificate of fitness 1964, £2,500.

1956 DAIMLER Freelane Dunle Elizabethan 41-seater, red interior, maroon exterior, ex-Show model, certificate of fitness May 1965, £2,000.

1954 BEDFORD Yeates 36-seater, red interior, cream-red exterior, one owner, certificate of fitness 1964, £1,650.

1952 DENNIS J10A chassis, full-fronted Strachan 37-seater, green interior, certificate of fitness 1966, £2,850.

1951 DENNIS Falcon, 35-seater Plaxton body, 7.7, 2-speed axle, red interior, £675.

1950 AUSTIN 32-seater Kenes full-fronted body, red interior, certificate of fitness 1963, £295.

1954 BEDFORD Duple 38-seater, cream-blue exterior, red interior, heater, certificate of fitness July 1964, choice of three from £1,500.

1959 BEDFORD Duple 41-seater, grey-red interior, heater, certificate of fitness 1963, £1,100.

1958 BEDFORD Duple 41-seater, yellow-brown exterior, autumn tint interior, certificate of fitness January 1965, choice of three, all in excellent condition, £2,975.

1955 A.E.C. Reliance chassis, 41-seater Yeates 41-seater, glass roof, quarters, interior red moquette, exterior fawn and brown, certificate of fitness 1965, £2,500.

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1953 BEDFORD 37-seater, fitted with heater, radio and speech amplification, certificate of fitness May 1963, new engine fitted 1960.

1954 BEDFORD Duple 36-seater, Perkins R6, Formica sides, certificate of fitness 1964.

1959 BEDFORD diesel 41-seater Duple, certificate of fitness 1965, new diesel engine fitted 1961, radio and speech amplification, walnut casings.

1960 THAMES Burlingham 41-seater, red and cream, new engine conversion just completed, manually operated door gear.

1960 (1961 model) FORD Thame s Duple, engine conversion just completed, fitted Hydrovac, radio and speech amplification, quarter lights, two heaters, Eaton 2-speed axle.

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1959 BEDFORD Vega 41-seater, full luxury Duplex body, fitted with radio, heater, good, clean condition throughout, certificate of fitness 1966, choice of two.

1958-59 COMMER TS3 41-seaters, fitted with Plaxton or Duplex bodies, many extras, interiors red moquette, all in good, clean condition throughout, certificates of fitness 1966; choice of seven.

1956 BEDFORD, Plaxton 41-seater full luxury Duplex body, fitted with heaters, glass roof quarters, lift-up roof vents and many other extras, in immaculate condition throughout, certificate of fitness 1966.

1956 BEDFORD, Seagull 36-seater, full luxury Burlington coach, excellent condition throughout, certificate of fitness 1966.

1956 BEDFORD Super Vega 41-seater, full luxury Duplex body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

1955 BEDFORD Vega 38-seater, full luxury Duplex body, fitted with heater, in good, clean condition throughout, certificate of fitness 1966.

1952 BEDFORD Super Vega 37-seater, full luxury Duplex body, fitted heaters, interior red moquette, good, clean condition throughout, certificate of fitness 1962.

1952 A.E.C. 9.6 oil engine, 39-seater full luxury Whitson observation body, fitted with heater, in good, clean condition throughout, certificate of fitness 1962.

1952 BEDFORD Vega 33-seater, full luxury Duplex body, fitted with heater, in good, clean condition throughout, certificate of fitness 1964.

1952 COMMER Avenger 33-seater, full luxury Plaxton body, fitted with Eaton 2-speed axle, radio and heater, in good condition throughout, certificate of fitness 1962.

1951 BEDFORD Vega, 7 ft. 6 in. wide, 33-seater full luxury Duplex body, fitted with heater, in good, clean condition throughout, now ready for reclassification.

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NEW 1961 BEDFORD diesel, 5-speed box, 41-seater Burlington coach, immediate delivery, special price to clear.

1962 BEDFORD SB5 diesel 41-seater Plaxton and Duplex coaches, 5-speed gearbox, red interior, cream exterior, immediate delivery.

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1960 FORD Thames 41-seater Duplex coach, radio, heaters, Formica panels, etc., £2,950.

1959 BEDFORD SBI diesel 41-seater Duplex coach, blue and cream exterior, new engine fitted, £2,850.

1955 BEDFORD petrol 36-seater Burlington coach, certified 1965, £1,500.

BEDFORD petrol 36-seater Burlington coach, £2,000.

BEDFORD petrol 35-seater Burlington coach, certified 1963, £1,000.

1953 BEDFORD petrol 35-seater Duplex coach, certified 1963, £1,000.

DAIMLER Reliance 33-seater Metalcraft coach, heating, recertified £1,000.

1951 DAIMLER CV16 37-seater Wilkes and Meade coach, certified 1964, very clean, £575.

1950 BEDFORD petrol 29-seater Duplex Vista coaches, certified 1964, £6,000; choice of three.

1950 COMMER Avenger petrol 33-seater coaches, choice of three from £2,000.

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200

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1954 BEDFORD 37-seater Duplex full luxury coach, immaculate throughout, £750.

1954 A.E.C. Mark IV underfloor-engined full luxury 39-seater coach, certified 1964, choice of four, £1,150 each.

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1949 BRISTOL lowbridge double-deckers in almost new condition, the bodies and seats are unmarked throughout, all certified, £395 each, choice of 25.

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1949 A.E.C. highbridge double-deckers, all with 9.6 engines and full air brakes, good, clean, serviceable machines, £325 each.

1944 GUY lowbridge double-deckers, all with 1952 all-metal bodies and Gardner SLW and GLW engines, choice of six, £275 each.

1950 A.E.C. 33-seater dual-purpose bus and coach all definitely unmarked and certified 1965, £450 each.

1949 A.E.C. 35-seater service buses, all in super condition bodily and mechanically, 7.7 and 9.6 diesel, choice of eight, £295 each.

1950 BRISTOL 35-seater service buses, all immaculate throughout, Gardner SLW, A.E.C. 7.7 and Bristol AVW engines, a very super fleet of vehicles, choice of 17, £525 each.

1951 VERY special left-hand-drive Continental 33-ft. long super luxury coachwork, all SENTINEL coach fitted with air-conditioning system throughout, ideal for export or overseas tours, air brakes, overdrive top gears, good tyres, etc., £750, well worth £1,750, one and one only.

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ALL THESE VEHICLES ARE IMMACULATE AND
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1954 NEW BEDFORD SB5, fitted with Burlington Gannet 41-seater body, 2-speed axle, finished in red and beige, radio SA, heater, roof quarter lights, for immediate delivery.

1954 BEDFORD, petrol, 36-seater Burlington, radio and heater, certificate of fitness 1964.

1952 BEDFORD, petrol, 33-seater Duplex Vega, roof quarter lights, finished in red and cream, reconditioned engine fitted, being recertified.

1954 NEW BEDFORD SB5, fitted with Burlington 35-seater full front, finished in blue and white, heaters, certificate of fitness April 1964, choice of three.

1950 A.E.C. 9.6, Harrington, crash box, 35-seater, radio, heater, finished in cream, certificate of fitness 1964.

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NEW BEDFORD (300) diesel Duplex 41-seater, bargain price.

1960 BEDFORD SBI diesel, Duplex 41-seater, quarter lights, racks, radio and heater, immaculate, £3,200.

1959 BEDFORD Dupl 41-seater, all extras, £2,800.

1955 A.E.C. Reliance Burlington 37-seater, certified 1965.

1955 BEDFORD Burlington Seagull 36-seater, radio, heaters, certified 1965, £1,250.

1952 BEDFORD Duplex Vega 33-seater, radio, heaters, £825.

1952 DENNIS Lancet, Yeates, full fronted body, 37-seater, certified 1962, very good condition, £600.

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1960 FORD Thames Trader 41-seater Burlington, red interior, grey and red exterior, heater, etc., £2,950.

1959 BEDFORD, Leyland Comet engine, 41-seater, fitted glass quarters, in-swing racks, radio, heaters, etc., beautiful order, £2,950.

1957 COMMER TS3, fitted latest type engine and 3-speed gearbox, six months ago, 41-seater, front entrance, radio and heater, immaculate, £2,950.

1956 COMMER TS3 41-seater Duplex, full front, interior, grey and red, radio, heater, etc., £1,775.

1956 COMMER TS3 41-seater Duplex, full front, interior, grey and red, radio, heater, etc., £1,775.

1955 LEYLAND Royal Tiger, 36-seater Burlington, red interior, £1,400.

1950 LEYLAND PS2, 33-seater Burlington, full fronted, green interior, cream and green exterior, fitted heater, good tyres, certificate of fitness 1964, £575.

1955 A.E.C. Reliance 41-seater Plaxton, red interior, maroon exterior, fitted radio, heaters, wheel discs, etc., certificate of fitness 1964, £2,200.

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1951 LEYLAND 33-seater Duplex, certificate of fitness 1964, £650.

1953 BEDFORD 37-seater Duplex, certificate of fitness 1964, £1,150.

1954 BEDFORD 38-seater Duplex, certificate of fitness 1964, £1,250.

1955 COMMER TS1 39-seater Duplex, certificate of fitness 1965, £1,725.

1956 BEDFORD 41-seater Duplex, certificate of fitness 1966, choice of two, £1,750.

1958 BEDFORD SBI diesel 41-seater Duplex, certificate of fitness 1965, £2,650.

1960 BEDFORD SBI diesel 41-seater Duplex, certificate of fitness 1967, £3,050.

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YEATES now offer a unique range of coachwork for every possible requirement. Apart from supplying every type of chassis and body, including Duplex, Plaxton, Burlington, etc., we also invite your consideration of the very successful new front-entrance Bedford 44-seater luxury coaches and service busses which are available fully equipped. Prices for these open is strictly limited so we do ask for orders for these very soon if you would require delivery before April next year. We are also pleased to show you details of a very interesting range of coachwork to the new 36 ft. by 8 ft. 24 in. regulations.

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1951 MAUDSLAY 39-seater coach, certificate of fitness 1961.

1949 BEDFORD O.B. Thurgood 29-seater, unregistered, 10 years' M.O.T. certificate, suitable for workmen or mobile shop.

1948 DENNIS Lancet, Yeates 35-seater, certificate of fitness 1962.

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1960, April, BEDFORD 41-seater diesel Super Vega, red moquette, exterior grey-pink, registration No. WPY 72, £3,195.

1959, July, BEDFORD diesel 41-seater Super Vega, red-grey moquette, exterior blue, registration No. KDC 588, £2,900.

1959, March, BEDFORD Leyland diesel-engined 40-seater, Super Vega, exterior blue-grey, registration No. WLO 688, £3,150.

1959, April, BEDFORD petrol 41-seater Duple Super Vega, grey-green, exterior green-ivory, registration No. UCE 195, £2,850.

1958, May, BEDFORD Duple 41-seater Super Vega, 7 ft. 6 in. wide, red moquette, exterior cream-red, registration No. 444 NNO, £2,695.

1958, May, BEDFORD Duple 41-seater Super Vega, petrol, red moquette, exterior blue-cream, registration No. UEF 28, £2,695.

1957, May, BEDFORD petrol 41-seater Duple Super Vega, grey-green, exterior maroon-cream, registration No. MHM 40, £2,395.

1956, May, Bedford petrol 41-seater Duple Super Vega, red moquette, exterior maroon-cream, registration No. KHV 494, £2,250.

1956, May, BEDFORD 41-seater petrol Burlingham, green moquette, exterior green, registration No. NJU 759, £2,250.

1955, April, BEDFORD petrol 38-seater Duple Super Vega, grey-green, red, exterior maroon-grey, registration No. TUR 310, £1,750.

1954, April, BEDFORD 38-seater, petrol, red moquette, Super Vega, exterior cream-red, registration No. KNV 1, £1,550.

1953, July, BEDFORD diesel 35-seater Duple Super Vega, red moquette, exterior cream-red, registration No. NXW 970, £1,250.

1951, August, BEDFORD petrol 35-seater, red moquette, Super Vega, exterior red, registration No. MLC 583, £795.

1951, January, MAUDSLAY A.E.C. 7.7 litre engine, 33-seater Bellhouse Hartwell, blue moquette, exterior ivy-blue, registration No. NBH 910, £295.

1950, February, BEDFORD 29-seater Vista, blue moquette, exterior blue-cream, registration No. SRF 532, £525.

1951, September, BEDFORD petrol 33-seater, red moquette, Super Vega, exterior black-white, registration ACC 79, £2,850, 940-6097.

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HAVE for sale the following good used vehicles:—

1961 Thames Duple 41-seater, Formica side casings, heater, discs.

1960 Thames Burlingham, radio, heater, discs, very clean, choice of two.

1960 BEDFORD Burlingham, grey, green, radio, heater, speech amplification, discs.

1959 THAMES Plaxton, finished cream, radio, heater, speech amplification, discs, green.

1955 to 1965 DAIMLER FreeLine Britannia 41-seater, new engine, radio, heaters, discs, certificate of fitness

1955 BEDFORD Duple 36-seater, radio, heater, discs, certificate of fitness to 1965.

1953 COMMER 14-seater, grey, green, twin rear wheels, heater.

1952 A.E.C. MK. 4, choice of two.

1952 LEYLAND Royal Tiger Duple, air brakes, heater, quarter lights.

A SO selection of Bedford and Commer 33-, 35- and 37-seaters with certificates of fitness.

SEVERAL A.E.C. and Leylands with full fronts and half-cabs.

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1949 LEYLAND PSI single-deck service saloons, certificates of fitness 1963, 34 seats, C. H. Roe bodies.

1949 GUY Arab, SLW Gardner, service saloons, single-deckers, C. H. Roe bodies, certificate of fitness 1962.

1943-⁴⁵ GUY Arab, SLW Gardner, double-deckers, Northern Counties bodies, certificates of fitness 1964.

1943-⁴⁵ DENNIS Lance, SLW Gardner, double-deckers, Northern Counties bodies, certificates of fitness 1962-64.

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1960 1962 model BEDFORD J2 diesel 18-seater Plaxton Embassy.

1960 1962 model COMMER-KARRIER (14 h.p. petrol) 14-seater Plaxton Embassy.

1960 FORD Trader diesel 41-seater Plaxton Embassy, certified 1968, now available.

1958-⁵⁹ BEDFORD SB5 (330 cu. in. diesel) 41-seater Duplex Super Vega, heaters, choice four.

1958 40-seater, Super Vega, heaters, choice six.

1957 40-seater, Super Vega, heaters, choice 10.

1955 40-seater, Super Vega, 2½-tonne, 41-seater, Rochester, certified 1964, heater.

1954 40-seater, Super Vega, 2½-tonne, 41-seater, Birmingham Seagull, petrol, 41-seater, Burlingham GLY-Arab (Gardner 6LW) 41-seater Burlingham Seagull, certified 1964.

1954 40-seater, Super Vega, 2½-tonne, 41-seater, Burlingham Seagull, heater, radio, grey.

1953 40-seater, Super Vega, 2½-tonne, 41-seater, Burlingham Seagull, heater, radio, grey.

1952 40-seater, Super Vega, 2½-tonne, 41-seater, Burlingham Seagull, heater, radio, grey.

1951 40-seater, Super Vega, 2½-tonne, 41-seater, Burlingham Seagull, heater, radio, grey.

SELECTION OF 50 HIGH-CLASS COACHES IN STOCK.

939-225

Dec. 15, 1961—THE COMMERCIAL MOTOR 69
(Supplement)

Used Passenger Vehicles (contd.)

STANLEY HUGHES AND CO. LTD.

LODGE GARAGE,

WHITEHALL ROAD,

GOMERSAL, NEAR LEEDS.

Phone, Bradford 681144-9.

IMMEDIATE DELIVERY

1959 NEW A.E.C., Ford Traders and Bedfords with Duplex Plaxton and Harrington bodies.

1959 50-61 model BEDFORD J2 diesel 18-seater Plaxton Embassy, 40-seater, Plaxton and Duplex bodies, many extras, low mileage.

1959 50-61 model BEDFORD, fitted with 41-seater Duplex Plaxton and Harrington bodies, low mileage.

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Used Passenger Vehicles (contd.)

1958 COMMER TS3 41-seater Double coach, blue and cream exterior, autumn tint interior, Formica panels, air brakes, 5-speed gearbox, certificate of fitness 4.2.65 £2,500.

1956 COMMER TS3 41-seater Double coach, red and grey exterior, red interior, 5-speed gearbox, certificate of fitness 2.2.66 £3,100.

1955 COMMER TS3 41-seater Double coach, red and grey exterior, maroon and fawn interior, Eaton 2-speed rear axle, certificate of fitness 10.12.64 £1,700.

LEYLAND PS1, 7.4 engine, 1948 chassis, 1956 body. Double deck, 35-seater, red and grey exterior, fawn and maroon interior, certificate of fitness 17.10.65 £1,400.

APPLY QUARRY GARAGE, Lesmahagow, Lanarkshire, A. Lemshagow 3262.

1955 BEDFORD 10 ft. by 8 ft., 26 seater, armchair seats, with tables, certificate of fitness 1965, Midland X, tyres £999.

1950 DAIMLER 33-seater luxury Heaver body, lift-up roof lights, certificate of fitness 1965, £275.

TAYLOR AND K. LTD. COACHES, East St., Long Buckley, Rugby. Phone, Long Buckley 329, 939-7.

1958 BEDFORD 41-seater Burlingham, petrol, certificate of fitness 1965.

1948 BRISTOL 33-seater, A.E.C. 7.7 engine, E.C.W. body, certificate of fitness 1964; choice of two.

1950 BRISTOL 33-seater coach, AVW engine, Windover body, certificate of fitness 1965.

1952 SENTINEL 44-seater service bus, 6-cylinder engine, all-metal Yeates body, certificate of fitness 1965.

JORDAN'S MOTOR SERVICES, Blaenavon, Mon., Phone 203. 939-219.

Used Passenger Vehicles (contd.)

1951 A.E.C. IV, Windover body, 39-seater, new certificate of fitness for five years, engine overhauled at A.E.C.'s, all new pistons and rings, fuel pump, new front springs and air brakes, £1,300 or nearest offer.

1951 COMMER, Plaxton 8-ft. body, 33-seater, waiting to be certified, £900 or near offer. Can be seen at any time at—
PARK COACHES, Dormiston, Inkherrow, Worcester Phone, Inkherrow 349.

1952 DENNIS Lance 37-seater Seagull, full front interior drive 6-cylinder diesel, overdrive box, certificate of fitness 1965, chassis £600.

1950 FODEN TS 39-seater front engine, full front, new Mk. 2 engine recently fitted, certificate of fitness 1963, £275.

BULLOCK AND CO. (TRANSPORT) LTD., R. Commercial Garage, Stockport Rd., Cheadle, Cheshire, Phone, Golby 2423.

1959 BEDFORD 41-seater Searer Double coach, Leyland engine.

TWO 1960 FORD Thames 41-seater Double coaches.

THREE 1961 FORD Thames 41-seater Double coaches.

TO clear at very attractive prices. Apply: Muirhill Garage, Salburgh, By Metherwell. Phone, Salburgh 207.

FRONT-ENTRANCE service buses, converted to one-man operation, also general body repairs. Richard Little, Gillibrand St., Walton-le-Dale, near Preston. Phone, Preston 56772.

1950 COMMER Avenger 33 plus Courier, Heaver coachwork, good condition, certificate 1964, £375; Austin 26-seater, £125. Any trial, exchange 29-seater. Cunningham, Hemphill 232, Norfolk. 939-x351.

NEW PASSENGER VEHICLES

AUSTIN

NEW AUSTIN 152 P.S.V. 12-seater Kenecoach and new Austin J4 12-seater Kenetrake for immediate delivery. Phone, Folkestone 55101. 939-983.

COMMER

NEW COMMER diesel 12-seater P.S.V. (with certificate), Marshall conversion, Westminster green, list price, immediate delivery. Cottee and Edwards, Ltd., Nottingham. Phone 46674. 939-101.

VOLKSWAGEN

EUROPEAN CARS, LTD. distributors for London and Middlesex. Early delivery Kombi, Microbus, van, pick-up. 129 Old Brompton Rd., S.W.7. Tel 7711. 939-918.

UNCLASSIFIED

NEW 41-seater coaches now available from stock, large selection of used passenger vehicles including coaches, single- and double-decker buses. Park Garage (Grays) Ltd., 96 Bridge Rd., Grays, Essex. Grays Thurrock 2048-2838. 939-365.

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2. 939-882.

10 12-TON semi-low-loading machinery trailer, Thompsons, 2-speed axle, self winch, with 1955 Commer RE unit, 2-speed axle, excellent condition, £360. Stadhampton 215. 940-x282.

1955 FORD Thames 4D, articulated tractor units, 15 with 24-ft. Brockhouse trailers, choice of three. S. W. Wreford and Sons, Ltd., Rainham Rd., Northampton. Phone, Northampton 901.

NEW 8-, 10- and 12-ton BEDFORD TK model tractors. **NEW** Scammell trailers, automatic and fifth-wheel coupling. **USED** vehicles, bodywork road tankers, etc.

ESTIMATES and demonstrations.

INQUIRIES to—

E. J. BAKER AND CO. (DORKING), LTD., HIGH STREET, DORKING, SURREY. Phone, Dorking 3822 (five lines). 939-445.

1961 Seddon LEYLAND Comet engine, Scammell coupling, with 25-ft. 12-ton Dyson trailer, genuine mileage 14,000, this tractor and trailer are virtually new, £1,600. 4 Cutters St., Liverpool, 3. 939-260.

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 939-280.

L. F. DOVE (C.V.), LTD., AUSTIN AND BROCKHOUSE DISTRIBUTORS.

AUSTIN 1959 120-in. prime mover, 2-speed axle, 9.00 x 20 tyres, fifth-wheel coupling, 17-ton G.T.W., £995. **IMMEDIATE** delivery **AUSTIN** prime movers, with 2-speed axle, 50 x 25 tyres and Brockhouse automatic steering-angle coupling.

IMMEDIATE delivery Brockhouse 6-, 8- and 10-ton trailers, straight and drop frame, with automatic coupling.

L. F. DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., Croydon. Addiscombe 3131. 939-317.

25 TON Scammell low loader for sale, knock-out rear 20 tyres, 19 ft. 6 in. cab powered by Gardner GLW engine, recently overhauled, £2,000 o.n.o.

A.C.B. (CONTRACTORS), PLANT AND CO., LTD., Moor Lane, Chessington, Surrey. 939-322.

1961 March, **AUSTIN** diesel prime mover, fifth-wheel coupling, with Tasker 10-ton 23-ft. drop-side trailer, low mileage, condition as new, £1,450.

J. H. SPARSHATT AND SONS, LTD., London Rd., J. H. Hilesa, Portsmouth. Phone, Portishead 6036. 939-391.

NEW BEDFORD 12-ton tractor chassis and cab and 25-ft. Scammell 12-ton straight-frame flat platform trailer. City Motors, Bottley Rd., Oxford 48024. 939-502.

BREAKDOWN VEHICLES

UNREGISTERED FORD 4D with H.F. 3-ton crane and ambulance 2,000 miles, as new, £525. Blights, Bedord, N. Devon. Bid. 282. 939-x9327.

Miscellaneous Vehicles (contd.)

BEDFORD QL 4 x 4, with winch, first class.

MERTON ENGINEERING CO., LTD., Farns Rd., Feltham, Middx. Phone, Feltham 6208, 3045.

A.E.C. Matador 6 x 6, 7.7 diesel engine, fixed winch, 14,000 x 20 tyres, fully floating axle, type suitable for mobile crane or breakdown vehicle, £750. Apply Frating Works, Frating, near Colchester. Phone, Great Bentley 230.

ESTATE CARS AND UTILITIES

1954 Vanguard estate, one owner, in excellent condition, £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 939-401.

EX-W.D. VEHICLES

A.E.C. Albion, Austin, Bedford, F.W.D., Maudslay. Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres. J. H. ROLLASON, Yoxford Hill, Romsey, Hants. Phone, Braishfield 395. 939-816.

FOR sale. Vehicles and spares.

MOST types of commercial vehicles, civilian and ex-W.D. being dismantled for spares. COMMERCIAL vehicles always required for dismantling.

SEND us your offers and requirements.

C. MORGAN AND SON, Waltham Chase, Southampton Bishop's Waltham 133. 939-868.

MORRIS 4 x 4 armoured car in good order, ideal for money security, bargain price, £450. Mains Motors, Ltd., Woodside, Old Henley Rd., Ewelme, Oxon. Phone 62. 939-396.

FOR all your spares, ex-W.D. and civilian, Maine Motors, Ltd., Woodside, Old Henley Rd., Ewelme, Oxon. Phone 62. 939-395.

LUTON VANS AND PANTECHNICONS

LET us quote you for a Freight light-alloy Luton on your chassis 500 to 2,000 cu. ft.; prices from £350. Two-year guarantee.

FREIGHT ENGINEERING CO., LTD., Cray Rd., Sidcup, Kent. Phone, Foskay 6851. 939-0780.

1960 AUSTIN 5-ton forward-control diesel 1,000-cu.-ft. canteen-technicon van, fitted with Burton wood 6-ft. tail lift and roller shutter, fibre-glass roof lights, etc. 1958 Daimler, Ryders Autoservice, 215-217 Knowsley Rd., Liverpool, 20. Phone, Bootle 2781. 939-333.

NEW AND USED LUTONS

WIDE selection in stock from 600 to 1,400 cu. ft., petrol and diesel on ThAMES, COMMER, TRADER and BEDFORD chassis.

FULL details from—

FERRARI'S OF CRICKLEWOOD, LTD., 200-220 CRICKLEWOOD BROADWAY, N.W.2.

OPEN 8.30 A.M. TO 5.30 P.M. MONDAY TO SATURDAY.

GLADSTONE 2234-5-6. 939-143.

1956 Forward-control B.M.C. diesel Luton-type van, condition as new, twin rear-single side door, floor area 19 ft. 6 in. x 7 ft. x 7 ft. high heater, flashers, tax paid £75. 940-6078.

COOPER BRIDGE SPARES, Mirfield, Yorks. Phone, Mirfield 3032.

AUSTIN 5-ton 1954 1,500-1,600-cu.-ft. Luton van, condition as new, twin rear-single side door, floor area 19 ft. 6 in. x 7 ft. x 7 ft. high heater, flashers, tax paid £75. 940-6078.

UNREGISTERED FORD 4D with H.F. 3-ton crane and ambulance 2,000 miles, as new, £525. Blights, Bedord, N. Devon. Bid. 282. 939-x9327.

Miscellaneous Vehicles (contd.)

1960 5-ton B.M.C. Luton furniture van with extended chassis, showroom condition, very low mileage, now surplus to requirements. Offers to Morris of Macclesfield, High St., Swindon. 939-329.

1959 HAMER TRADER Luton van with special detachable body, can be used also as a flat platform vehicle, in good running order, £550, one owner since new.

1960 TRADER 4-ton flatbed, 1,000-cu.-ft. body, low loading, in excellent running order, £650.

1955 FORD 4D diesel Luton van, 1,250-cu.-ft. body, in running order, £175.

1959 USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 939-285.

BLUEBIRD "Hi-way" Lutons, ex stock, Morris J2 440 c.c., £702 10s., unpainted 2-ton FG S200 diesel, 620 c.c., £1,147, unpainted. Croftons, Bishopsgate 3392.

BEDFORD Luton vans, alloy bodies, unladen weight 3 tons, integral cab and felt-lined raves.

TWO 1951 OL, 1,250 cu. ft., £250 each.

TWO 1952 OL, 1,500 cu. ft., £300 each.

FOUR 1953 A, 1,500 cu. ft., £300-£350 each.

ALEXANDRA, Belmont Avenue, London, N.9. Howard 2211. 939-459.

TRADER, 1960, 7-ton, 1,250-cu.-ft. alloy Luton body, 9.00 x 20 tyres, radio, heater, flashers, etc., clean vehicle, £1,000. Phone, Coppermill 4777 or 4713.

LUTON van, Spurling body, 1,000 c.c., £250, available 31st December, 1961. H. Gilbert, 8 Sutherland Rd., Tunbridge Wells 658. 940-x9349.

PARSHATT'S offer:-

AUSTIN 3-ton petrol 850-cu.-ft. capacity Luton £325.

BEDFORD 3-ton Petrol P6 diesel 1,000-cu.-ft. Luton body and engine, good, £300.

DENNIS Pax P6 diesel 5-6-ton all-alloy 1,400-cu.-ft. capacity Luton van, good condition, £500.

FORD Thames 4-ton normal-control 4D chassis with Sparshatt 950-cu.-ft. Luton body built 1960, chassis and body £1,500, new £1,500.

H. SPARSHATT AND SONS, LTD., London Rd., J. Hilesa, Portsmouth. Phone, Portsmouth 60361. 939-393.

H. A. SAUNDERS, LTD.

AUSTIN DISTRIBUTORS

AUSTIN new 5-ton forward-control diesel chassis-cab, with 1,250 cu. ft. £1,000.

AUSTIN new 3-ton forward-control chassis-cabs, fitted with petrol or diesel engines and complete with 1,075 c.c. Luton bodies, available.

AUSTIN new 10-ton chassis-cab, fitted with large Luton body, available.

AUSTIN new 15-18-cwt. chassis, fitted with 400 c.c. Luton body, available.

AUSTIN new 2000-30-cwt. petrol or diesel chassis-cabs, fitted with 600 c.c. Luton bodies, available.

AUSTIN new 18-cwt. large selection of Austin trucks and vans from 5-cwt. to 5 tons.

H. A. SAUNDERS, LTD.

836 HIGH ROAD, FINCHLEY, N.12.

Hillsdale 8822, ext. 22. 939-470.

KARRIER Gamecock 4-ton diesel boxvan, 8,000 miles, cost new £1,400, our price £725.

AUSTIN 7-ton diesel insulated boxvan, 2-speed axle, exceptional £545.

DAWNIERS MOTORS, LTD., Ewell 2382. 939-509.

Luton Vans and Pantheconics Wanted

WANTED. Three large-capacity diesel Luton furnishing vans. Messhams, Walker St., Liverpool, 6 Phone, Anfield 2170.

Miscellaneous Vehicles (contd.)

1957 -60 Luton vans wanted. 1,000-1,500 cu. ft. 1A. and L. Vehicle Supply Co., Gravel Lane, Saltford. Phone: Manchester Blackfriars 151-2. 939-253.

WANTED, 1956. Pantechnicon from 700 cu. ft. to 3,000 cu. ft. capacity. The best buyers. Try us night and day. Greenwich 2033. Chandler's Motors, Ltd., 71 Greenwich South St., S.E.10. 939-369.

MOBILE SHOPS, CANTEENS, ETC.

NEW and used mobile shops on Ford and Bedford N 15-cwt. chassis, for various trades, available. For further particulars, G. C. Smith (Coachworks), Long Wharf, near Loughborough, Leics. Phone: Hathern 941-6014. 291-2.

1960 KARRIER Banian long-wheelbase mobile shop, 1950 miles only. 1959 Thames Trader Supermarket with deep freeze; 1960 Austin A152, unregistered, at reduced price; also 1960 and 1955 used Austin A152 models. Lawson-Goodman, 135 Cricklewood Broadway, NW2. Gladstone 2226.

MORRIS PV and JR canteens with reconstructed coachwork rear, and s.d. service, repainted inside and outside. Choice of 1956. Langton-Green, 135 Cricklewood Broadway, NW2. Gladstone 2226.

1960 Show model, COMMER 15-cwt. Smith mobile shop, virtually unused, fully equipped. 1975. Rawsons (Tunbridge), Ltd., Tunbridge 3289. 939-137.

1951 AUSTIN mobile grocery shop, complete with refrigerator, scales, wash basin and all necessary equipment, in first-class order. £25. Terms and exchanges.

R. C. GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174.

1956, September. BEDFORD 15 mobile butcher's shop, complete with refrigeration equipment and all fittings, one owner. £25.

PETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd., Peterborough. Phone: 66161. 939-331.

SHOW VEHICLES FOR HIRE

FOR HIRE, FORDSON 4D with display trailer, fitted with generator, refrigerator, etc. Also for hire, display coach.

A. PPLY Haulio, Ltd., West St., Havant, Hants. 950-990.

TANK WAGONS

LEYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin, 1,500- and 2,000-gal. spirit tankers and large stock of tanks, tankers, frameless articulators and independent tank trailers. Large range and complete in all trades, lists available. Bridg. Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone: Botley 2343. zzz-600.

BEDFORD 800-gallon tankers, 2-compartment, £200; 950-gallon QL 4 x 4 with pumping equipment, £280; 2,500-gallon A.E.C. 6 x 6, petrol engine, £650 or £800 with diesel engine.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. zzz-841.

VARLEY tanker pumps, type DH100. Harold Aston, Ltd., Langley, Birmingham. Phone: Broadwell 214-2. 939-629.

ONE Scammell 2,000-gal. trailer tank, four compartments, very clean condition. Harold Aston, Ltd., Langley, Birmingham. 939-6030.

1958 A.E.C. 8-wheel road tanker, 3,600-gal. capacity, single compartment, pressure discharged, mild steel. **LEYLAND** 8-wheel tanker, 3,600-gal. capacity, single compartment, pressure discharged, mild steel, lagged and coiled.

1956 ATKINSON 8-wheel tanker, 3,600-gal. capacity, twin compartment, pump discharged, mild steel, lagged and coiled, completely reconditioned new engine, automatic lubrication, etc. Phone: Paisley 8283.

NEW ALBION Caledonian 3,600-gallon fuel oil tanker. 1958 Leyland 3,600-gallon fuel tanker; 1958 Scammell articulated 3,600-gallon fuel oil tanker; 1957 Bedford 2,400 fuel oil or spirit tanker.

HATTER BROS Phone: Purfleet 5488. 939-131.

950-GALLON Bedford QL 4 x 4, excellent condition.

MERTON ENGINEERING CO., LTD., Farns Rd., Feltham, Middx. Phone: Feltham 6208, 3045.

BEDFORD 1,200-gal. tanker, three compartments 5-4-3, 1949 petrol engine, in excellent condition for age. £250.

A. G. POTTER (FRAMINGHAM), LTD., Phone: Framingham 215-678. 939-165.

NEW single compartment 1,500 gallon capacity fuel oil tank with new pump unit, now being mounted on a 1958 Thames Trader, ready in 7 to 10 days. £1,250 complete, unladen.

OR if with Spartan metering-hole reel unit, £1,785. Unpainted, quotations given for finish painting.

FERGUSSON'S MOTOR ENGINEERS, LTD., 137 Goldsmith Avenue, Portsmouth 31234. 940-6089.

NEW 8-ton Dodge, fitted with Leyland engine and 308-cu.-ft. Bonalock Pneumajector bulk-carrying tank with lifting gear. £1,250.

CENTRAL GARAGE, Barnsley Rd., South Elmsall, Yorks. Phone: South Elmsall 276 (three lines). 939-256.

FODEN 6-wheeler double-drive 1,850 3-compartment lashed tanker. £35-5.

E. CONTON, 328 Brixton Rd., S.W.9. Brixton 939-191. Sunderland 1777.

1953 **LEYLAND** Octopus 3,600-gal. spirit tanker with pump, choice of 10 ALBION 2,000-gal. trailer with pump.

1956 ALBION 3,500-gal. 4-compartment spirit tanker, choice of four.

1956 DODGE 2,400-gal. 4-compartment with pump, choice of three.

1954 BEDFORD, 1,500-gal., three compartments.

1952 DODGE, 1,800-gal.; 4-compartment spirit tank.

1950 AUSTIN, Bedford, 1,000- and 1,200-gal. petrol tank, choice of 80.

SEVERAL vehicle and storage tanks from 800 gall. to 4,000 gall.

H. F. A. DOLMAN, 215 North Rd., Southend-on-Sea. Phone: 43262.

Miscellaneous Vehicles (contd.)

SELECTION of new tankers, various models. Isherwoods Garages, Ltd., 110 Buxton Rd., Stockport. Phone: 5083.

TIPPING LORRIES

NEW hydraulic tipper. **DODGE** 7-yd. all-metal underbody end-tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. zzz-839.

FODEN 5-wheel (2-yd. tipper, good working order, £45-5. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-974.

5 TON bulk tipper on Ford Thames chassis, excellent condition, petroil, £550. Church Road Motors (Southend-on-Sea), Ltd., Hadleigh, Essex.

1955 E.R.F. 8-wheel tipper, 6.L.W. double-drive, bulk body, ready for work.

1959 8-wheel tipper, 6.L.W. double-drive, bulk body, eight tons unladen weight, fibreglass body (suitable for coal or coke, etc.), automatic greasers, latest cab, low mileage, one owner, good tyres, repainted and ready for work, fully recommended and offered at £3,000. under £1,000.

R. YARD GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4591-2. 939-92.

1956 -ton BEDFORD diesel tipper, 12-yd. aluminium body, very clean, £250. 11 Prescott Place, Clapham, S.W.4. Mac 2264. 939-221.

Thames Trader 6-wheeler bulk tipper in first-class order, one owner since new, £950.

BEDFORD S-type, 300 engine, 2-speed axle, alloy body, almost as new, £950.

DODGE 6-wheel tipper, 7-3/4 Leyland engine, 2-speed axle, power steering, alloy drop-side 18-ft. body, £1,000. £1,000. £1,000. £1,000.

1960 BEDFORD J-type tipper, Telehoist ram, £850.

1959 COMMER TS3 6-wheeler tipper, Edbro double-drop gear, double-drop side body, 2-speed axle, air brakes in excellent running order, £850.

1960 COMMER TS3 long-wheelbase tipper, double-drop side body, air brakes, 5-speed gearbox, in excellent running order, £750.

B.M.C. diesel medium-wheelbase 7-ton tipper, double-drop-side body, in excellent running order, £650.

1958 A.E.C. 8-wheel bulk tipper, double drive, one owner, in excellent running order, £1,750.

1954 A.E.C. 8-wheel bulk tipper, all alloy body, fitted with all new tyres, in excellent running order, £750.

A. L.S.C. many other good tippers in stock, 4-, 6- and 8-wheelers. Terms and exchanges.

R.USH. GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174.

1958 -ton FORD diesel, Edbro twin ram, 10-ft. drop-side body, reconditioned engine, 5,000 miles, £595.

R. EAL. MEDLAND AND WILLS, BEDFORD Main Dealer, Bridgewater. Phone: 2689. 939-244.

TWO 1960 DODGE 6-wheelers, also two 4-wheelers, for sale, Quorn Commercial Sales, Ltd., Warner Street, Quorn, Leicestershire. Quorn 2204. 939-455.

USED tippers, all types, 4- to 28 yds., Bedford, Thame, or COMMER. Dodge 4- and 6-wheelers. Consult us for your requirements. Springhill, Ltd., Plumstead Common, S.E.18. Woolwich 5313.

1960 COMMER TS10-ton 10-cwt. tippers, very good make, choice of two, at £750 each.

1959 COMMER 6-wheeler bulk tipper, Boys' axle, 9 air brakes.

BEDFORD York 6-wheeler tipper, 1960 machine, 8-speed gearbox, 300-cu.-in. engine, 2-speed axle, in very good condition.

FODEN 8-wheelers, 280-cu.-yd. alloy bodies, 2-stroke engines, choice of two, single and double, drive, automatic greasing throughout, ex-large public concern, maintained in first-class order. Further details.

G. GRANTHAM COMMERCIALS, 97 Barrowby Rd., Grantham. Phone: 133. 939-140.

1960 DODGE 6-wheel tipper, Thornton and Hunter, 183 Leytonstone Rd., Stratford, London, E.15. 5077. 939-500.

1961 FORD Trader tipper, Hydrovac brakes, as new. Leytonstone 2900. 939-475.

1960 FORD Trader 7-ton long-wheelbase 14-cu.-yd. wooden coal body. £745.

1960 FORD Trader 7-ton medium-wheelbase drop-side steel body, Hydrovac brakes, 18,000 miles. £874.

1959 BEDFORD short-wheelbase diesel 7-ton steel body. £1,450.

BEDFORD short-wheelbase 7-cu.-yd. petrol tipper, immaculate. £1,450.

D. AWNTON MOTORS LTD., Ewell, By-pass, Surrey. Phone: Ewell 2324. 939-507.

1957 BEDFORD 6-ton normal-control long-wheelbase drop-side steel body. Edbro gear, Bedford diesel, 8.25 x 20, 225 x 20, 200 x 20. Bedford tipper, 7-ton. Telehoist, drop-side. Autotrols, 7-ton. Telehoist drop-side. City Motors, Ballymena, Northern Ireland. 48024.

Tipping Lorries Wanted

BEDFORD A-type short-wheelbase and long-wheelbase petrol, also diesel 10-tonners required in good running condition. Faulkners (Transport) Ltd., Farnham, Hants. Phone: Farnham 4234. 940-6058.

WANTED for quarry work, 4-wheeled tipping trailers, must be cheap. Box CM3020, care of "The Commercial Motor."

TRACTORS

AUTOCAIR 77 A.E.C. diesel air brakes, first-class, as new. Michelin all round 1,000 miles. 4.D.S.A. control. Autocar, £150. S.A.E. air brakes. Scammell 6-ton petrol, 1953, £100. Bedford Tasker, petrol, 1952, £35. Good condition. E. Wardle and Sons, Halton Gate Farm, Astmoor, nr. Runcorn. Phone: 2386. 939-270.

SCAMMELL tractors (two), 1948. Meadows engines, good tyres, 14.00 x 20, in perfect condition, ex-petroleum company. £850 for the two. Monkton Motors, Ltd., Uxbridge, Middx. Phone: 35574. 939-250.

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(Supplement)

Miscellaneous Vehicles (contd.)

SCAMMELL tractor with ballast box and towing hook, 6.L.W. Gardner engine and low-ratio rear axle. **SCAMMELL** heavy-duty tractor unit, 6.L.W. Gardner, S.40 x 8 tyres, modern cab.

DIAMOND T heavy-duty tractor, Hercules diesel engine, twin-drive axles, power winch.

MERTON ENGINEERING CO., LTD., Farns Rd., Feltham, Middx. Phone: Feltham 6208, 3045. 939-122.

1960 Thame Trader 6D artic unit, S.A.E. coupling, in excellent running order, £550.

1959 COMMER TS artic. unit, S.A.E. coupling, in excellent order, £550.

1958 LEYLAND Comet artic. unit, Scammell in excellent order, £750; another similar unit with S.A.E. coupling, £750.

1955 ALBION 20-ton tractor unit, fitted Leyland 680 engine, S.A.E. coupling, air brakes, in first-class order, £650.

1957 ALBION Chieftain tractor unit, 2-speed axle, 5-speed box, Scammell coupling, one owner, in first-class order, £550.

TRAILERS available if required.

R.USH. GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 939-290.

1952 LEYLAND Comet, fifth wheel, 2-speed, perfect condition.

PIRBRIGHT GARAGE, Pirbright Rd., S.W.18. Van dyke 0188. 939-355.

1956 ALBION Chieftain tractor unit, 2-speed axle, 5-speed box, Scammell coupling, one owner, in first-class order, £550.

H. F. A. DOLMAN, 215 North Rd., Southend-on-Sea. Phone: 43262. 939-495.

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Miscellaneous Vehicles (contd.)

DYSON super trailers and semi-trailers.

THE best of haul investments.

R. A. DYSON AND CO., LTD., 70 Grafton St., Liverpool, 18. Phone: Royal 8434. Grams, "Ignition, Liverpool." 22-29

HANDS low-loading machinery trailers, four weeks' delivery, 20 and 25 tons payload, well length 20 ft. by 8 ft. wide. Write or phone for details. Hands (Letchworth), Ltd., Icknield Way, Letchworth. 1820. 222-976

EASTWOODS COMMERCIAL MOTORS,

SIX Brockhouse and Eagle 3-4-ton drawbar 4-cylinder 22-20 ft. low-loader trailers. Semi brakes, 7.50 x 20 tyres. ex large combine, used for light work only, tremendous value. £135 each.

EASTWOODS COMMERCIAL MOTORS,

27 ASTON ROAD NORTH,
BIRMINGHAM.
Phone: Aston Cross 3467. 939-87

FREUHAUF semi-trailer, 20-ft. flat, twin axles, 10.00 F x 15 tyres, trailer hardly used, price £395. Apply Raigh. Phone: Thaxted 294.

SEVERAL 8-ton trailer chassis, S.A.E. good, £100, air brakes. Dollies, 2-8-ton, S.A.E., £100 each. One 20-ton, 14.00 x 20, £120. E. Wardle and Sons, Halton Gate Farm, Astmoor, near Runcorn. Phone: 2366. 939-18

Miscellaneous Vehicles (contd.)

30 FT articulated trailer, Scammell coupling; also several other 25-ft. Scammell and fifth-wheel trailers. Billett Auto Sales, 236-40 Billett Rd., Walthamstow, E.17. Larkwood 5337. 939-2

DYSON trailer, November, 1956, No. A5228, 6-7-ton capacity; offers. C. J. Nickolls, 65 Chertsey High St., Folkestone. 939-32

BIRD'S COMMERCIAL MOTORS, LTD.,

BIRMINGHAM ROAD,
STRATFORD-ON-AVON.
Phone 3222-34 and 2136.
Grams, "Quicksale."

TRAILERS.

EIGHT U.S. Army 20-ft. trailers with large box bodies, ideal for mobile workshops or offices, fitted with air brakes, front bogie detachable, with articulated and fifth-wheel couplings. Prices on application. 939-152

ALMOST new Scammell 23-ft. semi-trailers, fitted box van body, approximately 1,300-1,400 cu. ft., 9.00 x 20 ft. etc. 939-2

WILDE AND BENNETT, LTD., Huddersfield. Phone: Glossop 2902-3. After hours 2356 and 2656. 939-230

B.T.C. 119 26-ft., twin air brakes, £927.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone: Bawtry 362, 456, 457. 939-300

1958 York TW25, tandem axle, 25-ft. platform, air brakes. 4875

PETERBOROUGH ENGINEERING CO., LTD., 36 Ryd., Peterborough. Phone: 66161. 939-332

23 FT, by 7-ft. 9-in. Scammell trailer, export chassis, £225. Tring 3146. 939-189

SPARE PARTS AND SUPPLIES

A.E.C.

USED UNITS, Whittlefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. 222-649

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. 222-965

JHON CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone: Farnworth 1884.

SPARES for most types available. 222-913

NEW reconditioned transfer boxes for Matador, new injector pumps. Cundy and Stewart, Ltd., Alfreton, Derby. Leabrooks 477. 222-936

ATTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-936

1955 8-wheeler, all pressure brakes, all parts available, including 5-speed gearbox C.V.S. (Morley), Ltd., 78 Scotchman Lane, Morley. Phone: Morley 1847. 939-277

A.E.C. Spare parts, full comprehensive range of engine spares covering 6.6, 9.6 and 11.3-litre camshaft liners, crankshaft bearings, etc. R. E. Trem and Co. Ltd., Bawtry Rd., Finningley, near Doncaster. Phone: 203-4. 939-268

COMPLETE engines and spares for 9.6. Pearl Garages, Ltd., 37 South Ealing Rd., London, W.5. Ealing 9046. 939-439

ALBION

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. 222-966

ATTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-937

JHON CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone: Farnworth 1884.

SPARES for most types available. 222-914

BREAKING up for spares, Chieftain FT and CH3 models and Reiver PF and FT models.

FORD AND SLATER, LTD., Gwendolen Rd., Leicester. Phone: 36117. 939-6021

ATKINSON

USED UNITS, Whittlefield, Burnley (phone 2262). Dismantling 4-, 6- and 8-wheelers, all models. 222-777

CROSSROADS COMMERCIALS LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. 222-967

BREAKING 1950 8-wheeler, all parts. C.V.S. (Morley), Ltd., 78 Scotchman Lane, Morley. Phone: Morley 1847. 939-274

AUSTIN

WHOLESALE stockists, Prynne and Stevens, Ltd., 57 Acre Lane, S.W.2. Brixton 1155. 222-832

RECONDITIONED engines with accessories, 34-litre and 6 x 4, 445. New 34-litre crankshafts, 66; serviceable gearbox, £10; 4 x 4 transfer boxes, £18; 6 x 4 differentials, £16; New 6 x 4 rear axles, £25; axle shafts, £3. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255-6. 222-926

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Spare Parts and Supplies (contd.)

C. G. NORMAN (COMMERCIAL), LTD.,

OFFICIAL AUSTIN DISTRIBUTORS,

Main Spare Parts Stockists.

AUSTIN SPARE PARTS AND COMPONENTS.

50 VAUXHALL BRIDGE ROAD,

LONDON, S.W.1.

Victoria 2211. 222-764

JHON CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone: Farnworth 1884.

SPARES for most types available. 222-915

J. G. IBBS, LTD.,

AUSTIN DISTRIBUTORS,

AUSTIN AND B.M.C. REPLACEMENT PARTS AND FACTORY REPLACEMENT UNITS

LONGBRIDGE HOUSE,

BEDFORD, FELTHAM, MIDDLESEX.

Feltham 6644 (five lines). 222-931

ATTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-938

BEDFORD

USED UNITS, Whittlefield, Burnley (phone 2262). Spares suitable for all models. 222-648

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All spares and parts in stock. 222-968

AXLE cases, O, A and S; also differentials and hubs. Turner and Knight, Ealing 4298. 222-912

QL New crown wheel and pinions, £6; cased; second-hand diff. and pinion ass. c/w bearings. All spares for QL and QY. Cundy and Stewart, Ltd., Alfreton, Derby. Leabrooks 477. 222-725

JHON CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone: Farnworth 1884.

SPARES for most types available. 222-916

JHONSON-ROBERTS LTD., have been supplying exchange Bedford 28 h.p. "Short Motors" for 16 years. Why not try one for yourself? £24 net trade or £26 10s. with sump and reconditioned oil pump. Every cylinder block is tested and surface ground. For full details write or phone London's oldest-established engine reconditioning concern, Johnson-Roberts, Ltd., 12 Pembroke Rd., Hornsey, N.8. Phone: Mountview 0111-4. 222-827

BEDFORD QL transfer boxes, £18; main gearboxes, £10; crown wheel and pinions 6/37, £6; reconditioned engine C.W. accessories, £45; crankshafts, £6; cylinder blocks, £20. 6/7; QV differentials, £6; 4/12; axle shafts, £4; S-type axle shafts, £10; front and rear hub C/W brake drums, £5; brake shoes with linings, £1. 5s.; TK wheels, £2.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. 222-987

Miscellaneous Vehicles (contd.)

LARGE tipping trailer, s.a.e. coupling, air brakes, diesel driver pump. 222-911

NEW 26-ft. trailer, s.a.e. coupling, several Scammell dollies, new condition.

WALKER ST. MOTORS. Preston 4589. 939-530

NEW 11-ton 25-ft. trailer, Scammell coupling, 9.00 x 20 tyres, hardwood floor, £450 used tyres, £510 new tyres.

NEW 11-ton 26-ft. fifth-wheel trailer, vertical hydraulic landing gear, hardwood floor, 9.00 x 20 tyres, £550.

RECONDITIONED Scammell undercarriage, £35.

CAMERON GARAGE, rear of 180-186 Park View Rd., Wellington, Kent. Bexleyheath 1747. 939-403

ALL types of Scammell and all makes semi-trailers wanted for cash.

JACKERY AND CO., LTD. Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583 and Wickford 3765. 939-394

24 FT. 12-ton fifth-wheel Hands trailer, as new.

PIRBRIGHT GARAGE, Pirbright Rd., S.W.1. Van dyke 6188. 939-355

Trailers Wanted

WANTED. 20-ft. Scammell trailers.

WALKER ST. MOTORS. Preston 4589.

939-531

WANTED low-loading or semi-low-loading trailers, all artic. trailers and artic. tank trailer.

WALLACE TRANSPORT. 111 Breeze Hill, Liverpool, 939-480

TRAILER UNDERCARRIAGES

DAVIES, S.A.E. 5th-wheel coupling, factory reconditioned, exchange service and spares. Thundridge, nr. Ware, Herts. Ware 2288-9 or Herford 3334. 222-862

Spare Parts and Supplies (contd.)

ATTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-910

BEDFORD crankshaft 755851 at £6; cylinder head 7067610 at £6; water pump at £2; camshaft 7079524 at £10.

BOROPEX, LTD., Cubitt Town Wharf, Millwall, E.14. Esso 4911. 939-536

BREAKING two J6 Bedford tippers, 300 engine, 2-speed 8 axles, one good cab. C.V.S. (Morley), Ltd., 78 Scotchman Lane, Morley. Phone: Morley 1847. 939-273

COACHES AND COMPONENTS, LTD.,

93-94 STAMFORD HILL,

LONDON, N.16.

Stamford Hill 8444 (five lines).

BEDFORD MAIN DEALERS.

PASSENGER AND COMMERCIAL VEHICLES. FULL range of genuine spares and exchange units; quick repairs and breakdown service. 222-779

PISTONS, sizes 020 and 060. Bedford crankshaft part No. 705851; Bedford cylinder block part No. 725648 and exhaust valves part No. 6066799; flywheel assembly, complete, part No. 7055462. Current stock last now available. Hayes (Middlesex) Trading, Ltd., 73-75 Prince Regent Lane, Plaistow, London, E.13. Albert Dock 5601-2.

£5 Each, eight Bedford 28 h.p. engines with accessories, at London. Duncan 2271. 939-247

CHEVROLET

COMPREHENSIVE stocks of spares and replacement units for Canadian Chevrolet. Don Everall, Ltd., Chevrolet Distributors, Cleveland Rd., Wolverhampton, Phone: 23212. 939-903

JAYGEE. For engines, gearboxes, axles and all other spares. Phone: Riv. 1656-7, or write J.G. Auto Spares Co., 109-111 Fulham Palace Rd., Hammersmith, W.6. 222-726

ATTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-940

COMMER

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. 222-960

USED UNITS. Whittlefield, Burnley (phone 2262). Spares for N and Q and QX models. 222-649

JHON CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone: Farnworth 1884.

SPARES for most types available. 222-917

RECONDITIONED Commer Q4 engines, complete with accessories, £42 10s.; radiators, £8; rear axle assemblies, £12; front, £10; second-hand gearboxes, £10.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. 222-997

SCOTT AND CO. (BRINTON), LTD., 100% Commer Service. Spares and exchange units. Brixton 2111-8. 222-704

ATTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-941

Spare Parts and Supplies (contd.)

CONTAY FOR COMMERCIAL PARTS—SALES—SERVICE.
FOR IMMEDIATE REQUIREMENTS
Phone, Waterloo 6162-3.
164A SOUTHWARK BRIDGE ROAD, LONDON, S.E.1
zzz-758

COMPLETE stock of new and used parts for N1-2-3,
Q2, Q4, Q25, 8-cwt. and all ex-W.D. models.
Exchange engines, gearboxes, pumps, etc. New wings and
cab. R. J. Grimes, Ltd., Hadleigh Garage, Marlow Lane,
Coulisdon, Surrey. Bywood 1455-8 (four lines). zzz-924

DENNIS

JHON CHARLTON (BOLTON), LTD., commercial
vehicles and spares. Bent Street Works, Kearsley, near
Manchester. Phone, Farnworth 1884.
SPARES for most types available zzz-918

COACHES AND C_oMPONENTS, LTD.
469-473 HOLLOWAY ROAD,
LONDON, N.7
Archway 2647 (five lines).
THE PASSENGER AND COMMERCIAL VEHICLE
SPECIALISTS.

GEENUINE spares and exchange units, repairs, body
work, painting. zzz-780

OLD TRAFFORD MOTOR ENG CO., LTD.
SERVICE units and spares for all models. Talbot Rd.,
Manchester. 16. Phone, Trafford Park 0549. zzz-817

DENVER MOTORS, LTD.
DISTRIBUTORS.
HARROW ROAD, LEYTONSTONE, E.11
BARWICK ROAD, NEAR WARE, HERTS
Spares parts, exchange units for all models. Repairs.
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LYLAND O.600, choice of six, £150 each.

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GARDNER 8LW, choice of 30, £60 each.

GARDNER 4LW, choice of four, £55 each.

GARDNER 4LK, choice of six, £55 each.

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HAROLD L. SMITH, Seisdon, near Wolverhampton. Phone, Wombourne 3482. 939-345

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A59

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EX-W.D. metal rectifier battery chargers, 230 volts, A.C. Input, three output circuits, maximum capacity 24 volt battery 225, 12-volt trailer jacks, £12. L. W. Vass, LTD., Ampthill, Bedford. Ampthill 3255-6. zzz-992

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AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool 21. Waterloo 2321. zzz-953

GAR BOXES of all types. David Brown 065, 055, 557, Moss, etc.

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ANY size of lift-off container built to order. One only 20-ft. 900-cu.-ft. capacity, ex stock.

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SPENBOROUGH tippers, power hydraulic, handcrank and/or 3-way. We manufacture the most comprehensive range; specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Co., Ltd., Heckmondwike, Yorks, or from Messrs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. zzz-900

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THE tyre specialists offer, among many others, the following: re-greasings, new, remoulded, shod, 12.00 x 20, 14.00 x 20, 16.00 x 20, 18.00 x 20, 20.00 x 20. Write, phone or call with your requirements. 939-669

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14.00 X 20 10 PR. £15 5s.

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NEW standard-tread tyres: 5.70 x 16 6-ply, £9; 6.25 x 16 5.70 x 16 6-ply, £11; 7.00 x 16 10-ply, £13; new Track Grip tyres: 8.25 x 10 10-ply, £10; 10.00 x 16 10-ply, £12. New remoulds: standard treads, 5.25 x 16, £4; 5.75 x 16, £5. Cheques with orders, please. Tyres dispatched by B.R.S. carriage forward. Trade supplied. Cundy and Stewart, Ltd., Aylestone, Derby. Phone, Leabrook 477. 939-18

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200 Track grip, remoulds, 14.00 x 20, at £25 each; also

100 First-class, second-hand, 14.00 x 20, 18-ply, from £10 to £25 each.

100 Good, second-hand, track grip and standard, 11.00 x 20, at £6 each.

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3 New aircraft tubes, 32 x 1000-15. A. King and Sons, Ltd., Ber St., Norwich. 28541-5. 939-302

TYRES for sale: surplus to export demands. Part-worn, worn-out, or rejects, all sizes in stock. Example: 7.00 x 20, £6; 7.50 x 20, £7; 9.00 x 20, £9. Cash, cheque, postal order with order. Prices include delivery. We supply regular repeat orders from all over the world, all over the country. All goods sent on 14 days' approval against our money-back guarantee whether used or unused. Write or phone for quotation for any sizes not shown.

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FOR sale, haulage business, East Midlands area. B licences with generous conditions attached and contract vehicles to suit. **W. G. Search, Ltd.**, Box CM386, care of "The Commercial Motor." 941-6072

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METROPOLITAN area, eight tippers, B licences, modern vehicles, for sale, with/without premises. Box CM379, care of "The Commercial Motor." 939-444

MATLOCK, Derby, small wooden garage to let, or would sell, freehold, with half acre building plot (two houses), £5 10s. weekly exclusive. Quorn (Leica) 2204. 939-454

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WANTED A or B licence 2½ to 3 tons Metropolitan area not less than 20 miles radius, condition and age of vehicle is of no importance. 58 Skeena Hill, London, S.W.18. 939-6065

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Dec. 15, 1961—THE COMMERCIAL MOTOR 77
(Supplement)

Spare Parts and Supplies (contd.)

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FOUR 10.50 x 20 or 11.00 x 20 Trak Grip tyres and tubes. Box CM3919, care of "The Commercial Motor." 939-8345

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Wheels Wanted

8.25 And 9.00 x 20 8-stud wheels required. 15s delivered. C. Morgan and Son, Rosehill Garage, Waltham Chase, Southampton. Bishop's Waltham 133. 939-177

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BAICO wheelbase extensions to all popular makes of commercial vehicles including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. **Baico, Ltd.**, 327-9 High Rd, Chiswick, London, W.4. Chiswick 2286-7.

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Miscellaneous Advertisements (contd.)

WANTED, haulage businesses with ordinary A licences and B licences in any part of the country, or alternatively, we are prepared to sell your business for a commission as we have numerous clients on our books.

WILDE AND BENNETT, LTD., HADFIELD, HYDE, CHESHIRE.

Phone, Glossop 2902-3. AFTER HOURS 2356 AND 2656. 939-228

STORAGE premises wanted for commercial vehicles, leasehold or freehold, any part of London. Box CM3519, care of "The Commercial Motor." 939-499

FORK-LIFT TRUCKS

MOBILIFT, 1,500-lb.-capacity forklifts, single-cylinder air-cooled engines, good working order. £240. **L. W. VASS, LTD.**, Ampthill, Bedford. Ampthill 3255. 939-815

COVENTRY Climax forklift trucks, diesel and petrol models, 6 ft.-12 ft. lifts, 2,000 lb. to 6,000 lb. capacity, details and photographs available. Part-exchanges arranged. Speed Electric, Church St., Basford, Nottingham. Phone 75716. 939-606

COVENTRY Climax forklift truck jib crane attachments, adjustable boom, unused. £50 (normal price £78), photograph available. Speed Electric, Church St., Basford, Nottingham. Phone 75716. 939-606

NTEALS "Runabout" forklift truck, 14 cwt. capacity. In excellent running order. £200. 939-293

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 939-293

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Miscellaneous Advertisements (contd.)

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MISCELLANEOUS

TWO Heavy Steel Safes, one 70 in. x 34 in. x 22 in., one 59 in. x 34 in. x 27 in. £40 each. L.W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 939-1991

NOTICES

£25 Reward offered for definite information as to the whereabouts of either of the following two 7-ton tippers. 1960 Dodge, Registration No. XAX 242. 1960 Thames Trader, Registration No. FT9455. Information to: Ringway Securities, Ltd., 7 Leekwch Rd., Cardiff. Phone 9351.

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A M.M.L. City and Guilds, A.M.I.Mech.E. etc., on "No pass, no fee" terms. Over 90% success. For details of exams and courses in all branches of auto., diesel, aero, mechanical engineering, etc., write for 148-page handbook free. B.L.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. 939-812

THE services of a qualified Commercial Vehicle Salesman are required by a leading West Country Austin Distributor. Applicants must be capable of operating with some degree of supervision and be prepared to canvass and develop territory. Preference given to men with experience in Austin products. Please give brief sales history and salary expected. All replies will be treated with strictest confidence and answered within 14 days. Box CM371, care of "The Commercial Motor." 939-6038

FOREMAN required for bodyshop dealing with commercial-vehicle bodybuilding and repairs; good opportunity for a keen young man with considerable experience to build up and eventually take management; old-established concern. Write in first instance to P. J. Jones and Sons, Ltd., 285-291 Banbury Rd., Oxford. 940-6063

SALES Manager, car and commercial. Vacancy occurs for experienced commercial-vehicle salesman to take position as Sales Manager of multi-franchise dealers organization handling Vauxhall-Bedford, Dodge, Ford. Applicants should not be over 45, with proven sales record, first-class driving ability and able to handle sales representatives, showroom displays, etc. Good salary for the right man. Write giving full details. Managing Director, Colonial Motors (Southend), Ltd., Hatfield, Essex. 940-6059

STORES manager required by Roots Group Stock Holders, London Head District Territory, good salary and working conditions, applications will be treated in strict confidence. Phone S 3436 for appointment after 6 p.m. 939-26

Routine Maintenance fitter required for 11-Vehicle Fleet, some driving accommodation available. Full details to Kelly's Removals and Transport, Ltd., 31 Stoke Rd., Guildford, Surrey.

MOTOR Mechanic, fully experienced and qualified in engine, chassis and body repairs and maintenance, is required for our fleet of 20 commercial vehicles and 10 cars. Applicants must have diesel experience. Apply Personnel Manager, B.X. Plastics, Ltd., Highams Station Ave., Chingford, E.4. 939-27

P.S.V. DRIVER, married with no children, flat available. Apply Renown Garage, Hewell Rd., Redditch, Worcs, in writing. 939-30

COUNTY BOROUGH OF OLDHAM.

APPOINTMENT OF
MAINTENANCE SUPERINTENDENT
PASSENGER TRANSPORT DEPARTMENT.

APPLICATIONS ARE INVITED FROM SUITABLE QUALIFIED AND EXPERIENCED PERSONS FOR THE ABOVE APPOINTMENT ON THE SALARY SCALE A.P.T. IV, £1.140-£1.310.

Applicants should have experience in the maintenance of public service vehicles, control of labour, union agreements and negotiations.

The appointment will be subject to the provisions of the Local Government Superannuation Act, a satisfactory medical examination and N.J.C. Conditions of Service.

Applications must be made on the official form, obtainable from me upon request, and must reach me on or before Saturday, 6th January, 1962.

Canvassing, whether direct or indirect, will be a disqualification, and candidates must declare whether, to their knowledge, they are related to any member of, or the holder of any senior office under, the Town Council.

H. TAYLOR,
General Manager and Engineer.
Passenger Transport Department,
Wallshaw Street,
OLDHAM.
939-36

COMMERCIAL vehicle salesman. Vacancy exists with Austin Commercial vehicle dealers in Llandudno, North Wales, for a virile salesman, preferably B.M.A. history. HIGH basic salary, commission, and pension scheme. Write in first instance to MANAGER, Links Commercial Vehicles, Ltd., Penrhyn Bay, Llandudno. 940-6083

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Miscellaneous Advertisements (contd.)

NATIONAL company require vehicle repair shop foreman for central repair depot overhauling and repairing approximately 100 vehicles, including body repairs and paintshop, applicants must have served full apprenticeship with the Motor Vehicles (Construction and Use) Federation, or similar, plus 3 years of previous employment and qualifications in strict confidence. Living accommodation is available. Superannuation and sick benefit scheme. Write Box CM391, care of "The Commercial Motor." 939-110

COMMERCIAL vehicle representative required by north-west Lancashire main Ford dealer, preference given to experienced man who could operate without undue supervision, good conditions. Apply in confidence, giving details and salary expected to General Manager, 88 King St., Lancaster. 940-6077

B.O.C.

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TRANSPORT
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The selected applicant will be responsible for a fleet of commercial vehicles and cars based at a number of works in Lancashire and Cheshire.

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Experience in Trade Union negotiations is essential and a recognised transport qualification is desirable.

After training, the successful candidate will take up his duties at Worsley, Lancashire, in early 1962. The salary and conditions of service will be commensurate with the importance of the appointment. The company operates a staff pension scheme.

Applications giving details to:—

THE REGIONAL PERSONNEL OFFICER,

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THE BRITISH OXYGEN CO., LTD.

LODGE ROAD, HOCKLEY.

BIRMINGHAM, 18. 939-68

COMMERCIAL vehicle salesman required, experience of commercial vehicle selling advantageous but not essential, first-class appointment with main distributor. Write initially with full particulars and last five years situations in confidence. Sales Manager, Dredging Garage, Kingsway, Hove. 939-9088

CLEARING House manager required for new London office, only men with experience and own contacts needed. Salary would be required and to find return location for company. Good drivers and flatten bed salaried prospects for right man. All applications will be treated with strictest confidence. Box CM393, care of "The Commercial Motor." 940-9281

WANTED, competent Vauxhall-Bedford storekeeper-counter hand, high wages and loading allowance. Apply Green Garage (Bedford), Ltd., 641 Staines Rd., Bedford, Middx. 939-449

REMOVAL Estimator/Salesman, Surbiton; prospects for promotion to management; car available. Write to General Manager, B. and T. Removers, Vicarage Lane, Blackpool.

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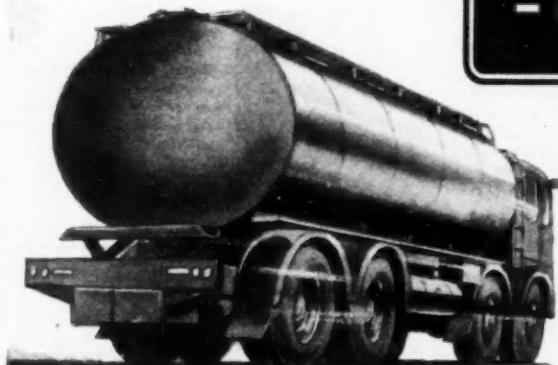
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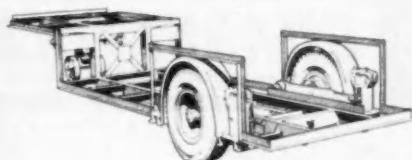
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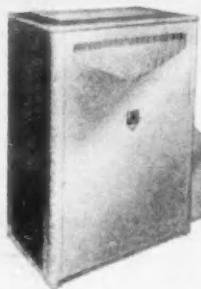
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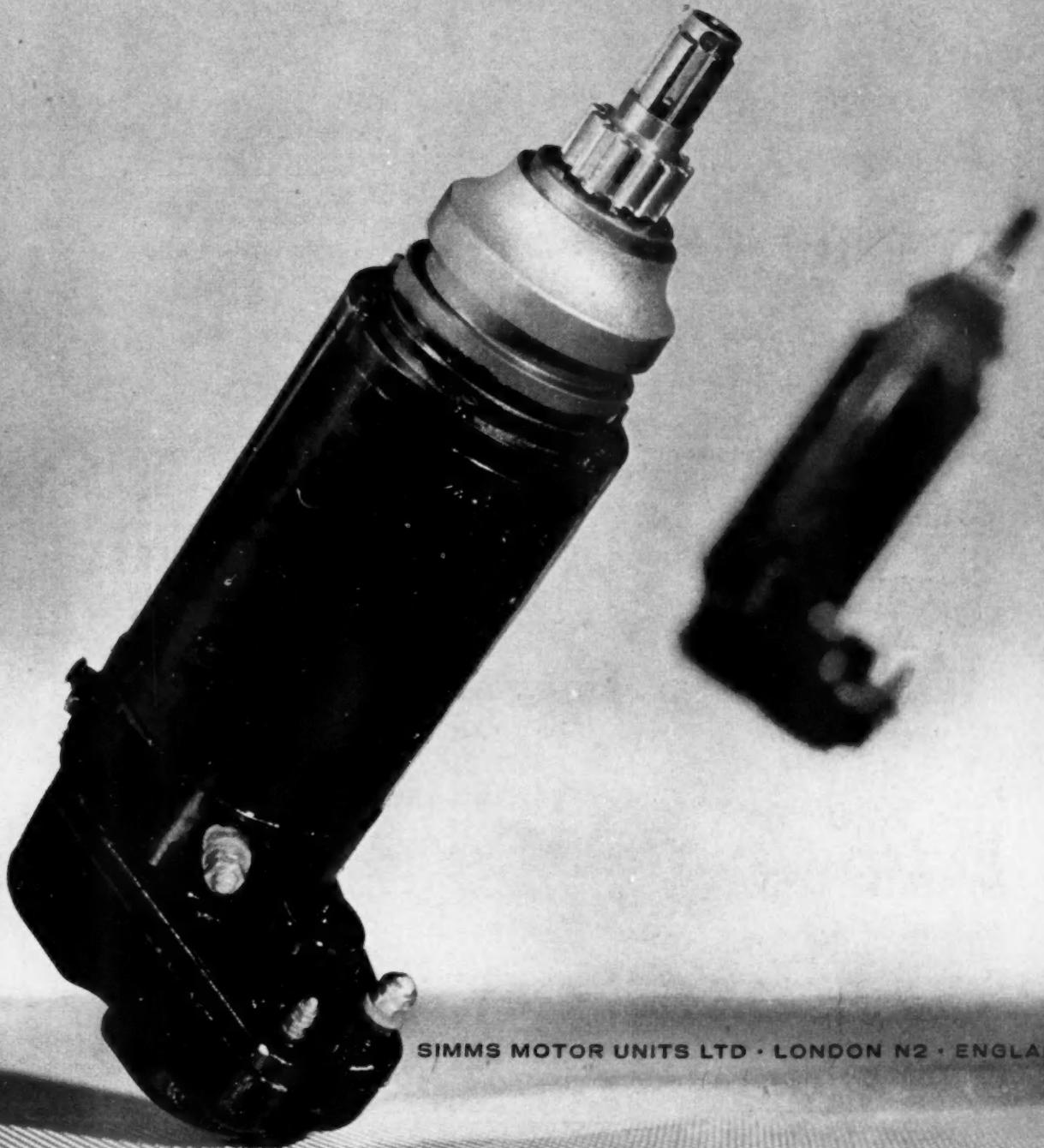
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